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## SPORT.

### THE NEXT V.R.C. SWIMMING FETE.

The Victoria Recreation Club announce in our advertisement columns to-day that the sixth night swimming fete of the season will take place on Friday, the 10th inst. We are asked to mention that the Interport Trials are open to any person in the Colony.

### WATER POLO.

The United Athletic defeated H.M.S. *Cairo*, yesterday evening, by 10 goals to nil.

The Lusitano postponed their match with the R.G.A.

Games for this evening:—

5.15 p.m.—V.R.C. v. 2/Wiltshires.

5.45 p.m.—U.A.C. v. H.M.S. *Tamar*.

8.00 p.m.—Interport Trial Game.

INTERPORT LAWN BOWLS.

SHANGHAI TEAM ARRIVE TO-DAY.

A telegram was received on Saturday by Mr. J. J. Blake, Secretary of the Lawn Bowls Association, stating that the Interport team from Shanghai will arrive to-day by the *Wing Yang*.

### U.A.C. FOURTH ANNUAL MEETING.

The fourth annual meeting of the United Athletic Club was held on Friday at the Wyndham Hotel.

Mr. A. H. Carroll, who presided over a good attendance of members, expressed his thanks to the club for inviting him to become its Chairman. He commented on the satisfactory condition of the club both as regards finances and membership.

The report and accounts were adopted on the motion of the Chairman, seconded by Mr. Simmons.

After it had been decided to present a trophy for a Ladies' race at the Victoria Recreation Club's annual sports, the question of a playing-ground was raised. It was decided to approach the Government on this matter, the Chairman expressing the hope that it would not be long before they had their own Club-house.

It was decided to enter two teams in the coming Football League competition. Mr. D. D. Urquhart was elected Captain, and Mr. G. T. May, Vice-Captain. Mr. Simmons was unanimously re-elected Hon. Secretary, and Mr. Urquhart Hon. Treasurer.

The following Committee was elected:—Messrs. May, Blake, Summers, Laing, Schnepel and Beach.

Prizes won in the Billiards competition were presented as follows:—Winner, D. Laing; runner-up, G. T. May; highest break, D. Laing.

### RACING AT SHANGHAI.

The racing season at Shanghai opens this week with a meeting at Kiangwan. The Sports writer in the *N.C. Daily News*, in some comments on the subject writes:—

The Kiangwan Leger, which is run on October 20th, and the Shanghai Leger on November 7th, both appear open races, although Salvation, 13.0, 157 lb., is a distinct favourite, with Golden Knob, 13.1, running him close (carrying the same weight), for the former and there are several other candidates which will receive favourable consideration, owing to the fact that the distance is 13 miles and 10 lb. or more is a lot to give away.

The result of the Kiangwan Leger will be looked forward to with interest by Shanghai owners, as some of the ponies qualified will be entered for both events and the winning of the Kiangwan Leger does not incur any further penalty, except where the pony only having won one race, receives 5 lb. penalty for the winning of this race.

The Peacock (late Tapoo Kazoo), winner of the Tientsin Derby, is in Shanghai, having been purchased by the Winsome and Hasty stable and should not be overlooked. He will have Mr. W. Hill as pilot. Hope Dahlia (Mr. B. Vida), Honesty Dahlia (Mr. C. R. Burkill), Golden Knob (Mr. E. Moller), Nelson (Mr. A. Knoll), Tangiers (Mr. S. B. M. Bremner), Cascade (—), Mc-Todd (Mr. G. C. Harper), Cutty Sark King (—), Thomas A'Beckett (Mr. A. N. Dallas), Copper Bird (Mr. J. E. Brand) and the "Field" stable (Mr. A. J. P. Heard) appear likely starters and have good outside chances.

The favourite for the Shanghai Leger is Invincible King, which carries 152 lb. (3 lb. under his weight for inches), and it will be remembered that, when he won the Hongkong Derby in 2min. 08.3-secs. by 3 lengths, he beat the record by 2.5 of a second, which was created in 1911 by Coronation Rose, ridden by Mr. C. R. Burkill. Invincible King pulled up distinctly lame after this race, but, if the pony "stands up" during severe training, he will have a wonderful chance. He will probably be ridden by Mr. W. G. Crookam.

### SWIMMING.

#### WATER POLO AND HONGKONG.

The Shanghai International Swimming Club were to hold their annual gala, at the Municipal Bath last week. For many reasons the event promised to be interesting. The *N.C. Daily News* says: Owing to the unexpected and fine form exhibited at the recent gala of the Bowing Club, out of which arose at least one more all-round swimmer of exceptional ability, Siemssen, our prospects of bringing the flag back from Hongkong brightened considerably. The conclusion of the S.I.S.C. gala, during which will be contested the remaining Shanghai and Club championship races, brings us nearer to the great event of the swimming year in the Crown Colony. Winners of these big events in the gala are to be given the first preference for inclusion in the team selected to represent Shanghai. Whether all of them can get away is another matter, but it is good to learn that Siemssen, the speed king, who broke the record for the 200 yards by a very comfortable margin, is almost certain to travel.

## BUILDING COLLAPSE IN SHANGHAI.

### NEW CONSTRUCTION WORK ON HOTEL DE FRANCE BREAKS DOWN.

The former Hotel de France, in Rue Montauban, was the scene of an extraordinary accident last week. Disaster was at first feared, there being a number of Chinese workmen on the premises at the time, but so far as could be ascertained an hour later, there were three men injured and two were believed to have lost their lives.

The old hotel building, the *N.C. Daily News* says, is being reconstructed, by a Chinese contractor, for conversion into premises to be used by one of the new Chinese stock exchanges. Part of the reconstruction consists in putting in a new front, from the ground floor to the first storey, and this was being done with brick-work and reinforced concrete, with one heavy concrete block along the centre. It was this piece of work which apparently first gave way, weakening the whole structure and causing complete collapse of the front of the building.

## LABOUR LEGISLATION IN JAPAN.

### FACTORY COMMITTEE SYSTEM SUGGESTED.

The Osaka Industrial Association has submitted the following representation to Mr. Tokonami, the Home Minister:—  
"The outbreak of labour disputes at frequent intervals of late is to be attributed to the industrial depression in Japan. If the present state of things is left unremedied the inevitable result will be a further paralysis of Japanese industry, which can only lead to an increase of the unemployed. Such being the case, we think that it is the plain duty of capitalists to introduce in their factories the factory committee system and other arrangements calculated to promote the cause of harmonious co-operation between Capital and Labour. At the same time, we sincerely desire that the Government will put forth its best efforts along the following lines:—

- 1.—The creation of a Labour Department.
- 2.—The promulgation of a Labour Union Law.
- 3.—The enactment of a Labour Insurance Law.
- 4.—The establishment of an Arbitration Court for labour disputes.
- 5.—The introduction of a pension system.
- 6.—Encouragement of Government enterprises.
- 7.—Establishment of more public employment agencies.
- 8.—Development of building societies.

## THE YARN MARKET.

### KEEN DEMAND FOR SPOT CARGO.

Messrs. Polishwalla and Kotwall, cotton and yarn brokers, of Hongkong, in their fortnightly circular state:—

Since our last report on August 20th, our yarn market has considerably improved, and, in sympathy with good demand from consuming centres, there had been keen inquiry, during the whole of the interval for spot cargo, which has tended to advance prices to the extent of \$3 to \$10 per bale, and business has passed in about 4,000 bales.

From the activity shown by the buyers there would have been much larger business, but on account of reports of continuously rising rates in India, and lower rupee rates foreign holders are refraining from parting with their stock in anticipation of securing higher prices.

Although there is keen demand for spot cargo, buyers show very little inclination for forward business, for which they are offering very low rates, owing to the sudden and unexpected changes under the present abnormal conditions of trade. At the close the market is quiet but steady. Unsold stocks, 3,700 bales. Bargain in Chinese hands 12,000 bales.

Arrival.—From Bombay 10,000 bales. Shanghai.—There had been very active demand from the North which has considerably improved the market and business has been done on a large scale with an advance of 5s. to 7s. per bale.

Japanese Yarn.—During the first part of the interval business passed on a moderate scale at ruling rates, but the news of a sudden big rise in Japan, not only caused sellers to refrain from selling more lots but several Japanese firms commenced buying back from the local Chinese dealers at much higher rates. This has greatly strengthened the market in this particular yarn with the consequent rise of \$5 to \$20 per bale.

Raw Cotton.—Bengal with small stock there is little inquiry in this staple article, sales about 100 bales at \$28 to \$29. Quotations Bengal at \$24 to \$29; Chinese at \$28 to \$34 per picul.

No one will believe me when I tell them of all the glories of London.—*The Emir of Katsina*.

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1921. Paris-Pyrenees 1250 Miles Reliability Trial. B.S.A. won the chief award, the Team Prize, two gold medals, Pyrenees Cup, Lot & Garonne M.C.C. Cup and Bordeaux M.C.C. Cup for best Side-car performance in Pyrenees.

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# WOPING THEATRE TRAGEDY. ADDRESSES FOR THE DEFENCE AND FOR THE CROWN.

## JUDGE SUMS UP TO-DAY.

The trial of Yeung Ko for murder, in connection with the Woping Theatre tragedy, entered upon its final stages, yesterday, with the addresses of counsel for the defence and for the Crown. This morning, the acting Chief Justice (His Honour Mr. Justice Gompertz) will sum up the case to the jury.

At the outset, the Judge said that before the Court rose at mid-day last Friday he heard addresses by the Attorney-General and Counsel for the defence as to the admission of certain evidence. Since then he had taken time to consider the point; he had had the advantage of conferring with his brother judge and he had now come to the conclusion, after most careful consideration, that he was not entitled to admit the evidence.

Inspector Murphy was then recalled. In reply to Mr. Jenkin (for the defence), Inspector Murphy said that as far as he knew the police morning reports were confidential. Mr. Jenkin then handed the witness a copy of the *China Mail* and indicated a marked passage. "That," counsel said, "purports to be a copy of the police report in connection with the crime—it is not calculated to assist the prisoner in the mind of a juryman who reads it, is it?" Inspector Murphy agreed that it would not.

Referring to a later stage in the publication of the report the Judge said: "I do not know how it was obtained, but it certainly ought not to be published—but I do not see how, if the jury saw it, it would affect their minds any more than a report of the trial at the Police Court. There is no comment by the writer."

The passage was read out by the Clerk of the Court. The Attorney-General remarked that the words in the report that the dead man's injuries were "inflicted by a man now in custody" was the Crown view of the case throughout.

## ADDRESS FOR THE DEFENCE.

Mr. Jenkin, in opening the case for the defence, intimated to the jury that this was the first and last occasion on which he would address them since he did not propose to put the prisoner in the witness box for reasons which he would explain in due course. He felt he was justified in refusing to let this man answer the charge.

Counsel prefaced his address with some general observations. First, that there was only one standard of justice, in a British Court of law, no matter what the creed, the social status, nationality or wealth of the prisoner. Secondly, he asked the jury to exclude from their minds anything they had heard apart from the evidence—in regard to a case which had aroused great public attention. Thirdly, Mr. Jenkin asked the jury to disabuse their minds of prejudice with regard to lawyers. There was a common view, he said, that a lawyer was a man who would get up and argue anything for a fee, and that what he argued, the length of his arguments and the zeal which he displayed was to be measured by the fee he received. There was no greater fallacy and no greater slur upon the profession than any such view. "These views were held and might rightly be held by some people by the observance of the minority in his profession but it was wrong and it would be improper for anybody to hold them in a criminal trial, in any event—he would not discuss civil trials. Where a man had insufficient funds to provide his own defence a kind hearted and benevolent government would see that that man had a barrister assigned to him. "I have not been assigned to this man," declared Mr. Jenkin. "It so happened that he had funds with which to pay me. But if he had not paid me I should have been assigned in the ordinary course, and, if so, I should have done as much as I am doing now. Any member of the Bar would have done the same. Anything done is the result of the professional pride that one feels in advocating under a system of law which treats a man so fairly as the British system of law does."

Mr. Jenkin also referred to the prisoner's appearance. People said to him, "Your 'friend' is a handsome fellow, isn't he? He looks guilty—just look at his face." The prisoner's appearance had nothing to do with it. He did not make his face; it was given him by Providence and if it was one which did not appeal to them, or did not come up to their standard of beauty that had absolutely nothing to do with it.

## DEATH OF WITNESSES.

One of the most extraordinary features of the case, counsel proceeded, was the death of unbiased, reliable witnesses, in spite of the fact that the murder was committed within sight and hearing of over 1,000 people. It was to be concluded from the fact that there was not a member of the audience who could give useful evidence that there was a panic. For witnesses the Crown had only actors and policemen—people who, counsel submitted, intentionally or unintentionally, would be influenced by the motives of the actors because of the death of their leader and the police for professional reasons.

Mr. Jenkin used as a touchstone, by which to test police evidence in the case, this passage from Taylor on Evidence (para. 57).

With respect to policemen, constables, and others employed in the suppression and detection of crime, their testimony against a prisoner should usually be watched with care; not because they intentionally pervert the truth, but because their professional zeal, fed as it is by an habitual intercourse with the vicious, and by the frequent contemplation of human nature in its most revolting form, almost necessarily leads them to ascribe actions to the worst motives, and to give a colouring of guilt to facts and conversations, which are, perhaps, in themselves consistent with perfect rectitude. "That all men are guilty; till they are proved to be innocent," is naturally the creed of the police; but it is a creed which finds no sanction in a court of justice.

## "THE WRONG MAN."

"I am not going to derogate from the bravery of Constable Sin Chuen," said Mr. Jenkin. "He has got the wrong man, but it would break his heart to admit that. I put it to you that it has been recognised that the police have got the wrong man; somebody in the police knows they have got the wrong man, and it was hoped that the finding of that pink ticket would establish that this was the man. The 'planting' of the ticket was the last and desperate effort to get this man convicted. With regard to it, every statement of the Crown puts them deeper in the mire. Hypothesis follows hypothesis, surmise follows surmise, but apply the rule of law, and it leaves the Crown case hopeless."

Counsel dealt with the theories of the Crown with regard to the theatre ticket at length and asked, why, if he bought it, specially, to get into the theatre to commit a murder, the prisoner should leave it behind. If he bought another ticket, where was that one? Counsel also devoted some time to a revision of the police evidence, on searches, applying, as the conclusion, the quotation from "Taylor on Evidence." He suggested to the jury with regard to the police evidence on the searches that the jury should say, "We have had enough of this sort of nonsense. Do you think we are going to send a man to eternity on that kind of rubbish?" Counsel also advanced several suggestions as to methods by which "the Crown Solicitor's office" might have got theatre tickets for the purposes of the case.

Dealing with the evidence in detail, Mr. Jenkin claimed that he had established the fact of a "panic"; people getting up would obstruct the view of the police witnesses and would also hinder the pursuit by Constable 100. He further submitted that the man in the white long coat could not have had time to divest himself of the coat and wrap the pistol up in it unless Constable 100 was much further away than he said he was. The bamboo fence, again, must have been a greater hindrance than the policeman admitted.

On the question of identification, counsel pointed out that the Crown did not attach importance to the actor's identification because he saw the man under arrest, just after the shooting. The gong-beater, Mr. Jenkin suggested, could only have had a fleeting glance at the running man. The identification parades, were not conducted—he was sure, unintentionally—on the line fairest to the prisoner—witness the fact that the men were not "similarly dressed" and the prisoner's position was not changed. Those who failed to identify, who were a majority, provided negative evidence of value.

Concluding, counsel submitted, with the utmost confidence, that if the jury found a verdict according to the evidence, the prisoner would leave the dock a free man.

Counsel's address lasted for over three hours.

## FINAL ADDRESS FOR THE CROWN.

The Attorney-General (the Hon. Mr. J. H. Kemp, K.C.), said that after the vigorous, picturesque and very able speech the jury had just listened to, what he had to say would be rather dull and prosaic.

"Before I proceed," said the Attorney-General, "I should like to protest against the suggestion, made and repeated, that a man who is not a European gets less justice and less care in these Courts than a European. That is not true. It is a false accusation, and I resent it. It is suggested that, if the man had been a European, the case would have been presented in a different way. That is not true. Nationality, race, has nothing at all to do with the case. I feel, also, that I ought to protest against the continuous and reckless—I call it, reckless—accusations made against the police in this case. Anything inconvenient in the evidence is said to be untrue. The police are accused of having recognised that the man is not the right man. That is not true. They are accused of trying to bolster up the case by false evidence. That is not true. Sergeant Rozsaky is 'dishonest.' Sin Chuen is 'lying.' No. 181 is fabricating false evidence. Inspector Murphy is suborning perjurers. I have never known a case, in which so many wholesale and reckless accusations have been made against the police. Why? Because unless the defence convince you that all the police have given false evidence you are bound, on the evidence, to convict. The facts are so strong that the only way to get rid of them is to say that the whole of the witnesses are lying, and the police are prepared to support perjury."

The Attorney-General discussed different people's powers of observation and urged that, in details, one expected variations. Stories too much alike in details were suspicious. A point had been made as to the introduction of new evidence; some of this was brought to rebut suggestions made by the defence some at the request of the defence, and some in support of a new issue—regarding the ticket—only known of a week ago.

## PANIC OR STAMPEDE?

It was of great importance to the defence to establish the existence of a panic or stampede, after the shooting, so that it could be argued that the police could not see the murderer before he ran out, but the Attorney-General quoted from the evidence to show that there was no stampede. On the contrary, the evidence bore out the natural expectation that the people would be momentarily frozen to their seats by the shock. The murderer, who was the only person not taken by surprise, would be gone like a flash with Sin Chuen after him, before the audience began to move. Sin Chuen, the Attorney-General spoke of as "a man of promptitude, observation, determination and quick decision—one of the best witnesses one could wish to have—straight-forward, clear, frank and unshaken by cross-examination." If his evidence, alone, did not justify a conviction a man caught red-handed might hope for acquittal.

As to the identification parades, the Attorney-General said that possibly the second might have been made more fair, but unless the jury saw good reason to doubt the identification the fact that the police failed to carry out certain rules was quite irrelevant. Mistakes of the police had nothing to do with the prisoner's guilt or innocence.

The gong-beater's evidence was attacked after a glance at the man in the theatre; he identified the prisoner on the identification parade. "But I draw your attention to the prisoner's face," said the Attorney-General. "It is not a common face; it is a very distinctive face. The witness picked him out by the face; he only looked for a face, and that is why he failed when questioned about details of dress."

## THE "TICKET" ISSUE.

As to the "ticket" issue, the Attorney-General continued, "the very fierceness of my friend's attacks shows what very great weight he attaches to it. It shows how he realises that it tells against the prisoner. I did not put in this ticket because I thought the Crown case wanted strengthening; on the contrary, I put it in because it was found and it was the plain duty of the Crown to disclose it, whether it told for or against the prisoner. As to the theory, advanced by the defence, that the ticket was 'planted' in the prisoner's pocket, the Attorney-General pointed out how many people this theory involved and he protested against the suggestion that the police were prepared to swear away a man's life just for the chance of getting a medal.

"The prisoner," continued the Attorney-General, "suddenly appears on the scene, at 6 o'clock that night, from Canton. At 8.30 he is caught, according to the evidence, running away from the scene of the murder. In his other coat, perhaps through forgetfulness, is found a ticket for a seat which would be one of the most convenient to commit the murder from. He said he was going back to Canton and he had no change of underclothing. He has told you nothing as to where he came from or where he was going. Counsel has not told you the prisoner's story of how he came to be mistaken for the murderer."

As to the ticket, the Attorney-General said the prisoner might have left it behind in forgetfulness and bought another, or he might have bought two and used one, forgetting to destroy the other. Criminals often make mistakes and through them were detected. On the case as a whole he submitted that the evidence of Constable Sin Chuen, alone, was quite enough on which to find the prisoner guilty.

The Court rose at half past four, the Judge intimating that, in the interests of justice, the jury should not be required to sit any longer on one day. The proceedings will be resumed at 10.30 this morning.

## THE YOKOHAMA SPECIE BANK.

### THE HALF-YEARLY DIVIDEND.

The local branch of the Yokohama Specie Bank has been advised that at the half-yearly meeting of shareholders held at the Head Office of the Bank at Yokohama on the 10th inst., it was resolved to pay a dividend of 12 per cent. per annum for the half year ending June 30th, 1921, to add to the reserve fund yen 4,000,000 and to carry forward the sum of yen 4,750,000 to the next account.

## ROBBER IN PRESIDENT HSU'S OFFICE.

### AN ASSASSINATION RUMOUR.

A robber tried to break into the President's office at midnight, on August 31st, but was detected by one of the guards, who chased the intruder and seized him as he was getting over a wall. A fierce struggle ensued, but the robber broke away and finally made his escape. This morning a steel "jemmy" was found where the man was first seen. An inquiry into the affair this morning led to the belief that the man intended to assassinate the President, but no further details have been disclosed.

## A LARGE EARTHQUAKE.

A large earthquake was recorded at the Observatory, on Sunday, soon after noon. The preliminary tremors commenced at 12.58 m. 35s. and the second phase at 12.59 m. 40s. Large waves commenced at 12.59 m. 35s. and lasted until 12.59 m. 40s., with maxima as follows:

Time	Amplitude
h. m. s.	m.m.
12.58.30	18.7
12.58.35	31.2
12.58.40	64.5
12.58.45	62.0
12.58.50	118.8
12.58.55	125.2
12.59.00	47.0
12.59.05	22.0
12.59.10	18.6

## HONGKONG IN THE HOUSE.

### EMBARRASSING QUESTIONS.

On July 28th Major Birchall asked the Secretary of State for the Colonies when the local committee of Chinese for the improvement of the condition of *mui tau* in Hongkong was appointed; was the appointment published; who are the members; and have they taken any action or made any report with regard to *mui tau*?

Mr. Churchill: The managing committee of the Po Leung Kuk, which exists for the protection of women and girls, is elected annually in March. The Governor recently reported that he was appointing a committee of Chinese ladies to assist that committee in dealing with *mui tau*. The Governor has also recently appointed a commission to advise what measures of regulation of child labour were desirable and feasible. I am not sure to which of these the hon. and gallant member refers, but if he will let me know I will enquire further into the matter and endeavour to let him have the names.

Lieut.-Colonel J. Ward: Is the right hon. gentleman aware that the *Hongkong Daily Press* describes this official committee as so much official whitewash of this very serious and distressing subject?

Mr. Churchill: No, Sir, I am not aware of that.

On August 1st, Sir A. Yeo, asked the Secretary of State for the Colonies whether his attention has been drawn to a case before Mr. G. N. Orme, at the Magistracy, Hongkong, in which a Chinese woman was charged with assaulting a *mui tau* child so small that she could not see over the edge of the witness-box; whether the beating was described by the doctor in evidence as severe, and resulted in injuries to the face, head, and body of the child; whether the fine nor imprisonment was inflicted, and the only penalty imposed was the loss of her services under an undertaking that she was to be restored to her mother; and what action he proposed to take in the matter?

Mr. Wood: No official account of this case has yet reached me, and I have been unable to trace it in the local press; but I am asking the Governor of Hongkong to furnish a report upon it.

## DISTINGUISHED VISITORS.

General Leonald Wood, who has recently been appointed Governor-General of the Philippine Islands, arrived in Hongkong from Manila by the *Korea-maru* yesterday. Mr. Cameron Forbes (a former Governor-General of the Philippines) is travelling with General Wood. For the past three or four months General Wood and Mr. Cameron Forbes have been touring the Philippine Islands on a mission of investigation in connection with the United States by the Government of the Philippines for full independence. The Commissioners are now paying a visit to Peking and Tokyo. General Wood returns from Japan to Manila to assume the post of Governor-General, while Mr. Forbes proceeds from Japan to Washington to present the Report of the Commission.

The Hon. Mr. Claud Severn, C.M.G., Colonial Secretary, went on board the *Korea-maru* to welcome the distinguished visitors to the Colony. They remain here until the vessel departs on Thursday. H.E. the Governor is giving a dinner to-night in their honour. H.E. Lieut.-General Sir George Kirkpatrick will also entertain them at Headquarters House.

## VALEDICTORY.

### A CONSULAR LAMENT.

It was recently announced that Mr. Archibald Rose, of the British Consular service, who has acted for some years as Commercial Attaché to the Legation, has left the service to join the British-American Tobacco Co. A poet in the *Peking and Tientsin Times* bursts into the following lament:—

Our Archie is no longer ours,  
Our Rose no longer blooms  
Among the high official flowers  
That grace Legations' rooms  
For Archie, born to blush unseen,  
Is wedded now to Nicotine.

The glamour of the D.O.T.  
Enters him no more;  
He now has seized his B.A.T.  
And means to make a score  
And when he's old enough for gout  
We trust he still will be Not out.

It may be hoped we now shall get  
In gaudy box or jar  
The "Blush Rose" ladies' cigarette,  
The "Archibald" cigar;  
And Archie, in a smoking jacket,  
Will decorate each ten-cent packet.

But when our Rose has run to seed  
And Archie's really bald,  
We trust that *et alia* fragrant weed  
He'll be quite well installed;  
To make a will he scarcely needs  
If Wills make him a Rose of Weeds.

## TO DEVELOP MINES IN KWANGSI.

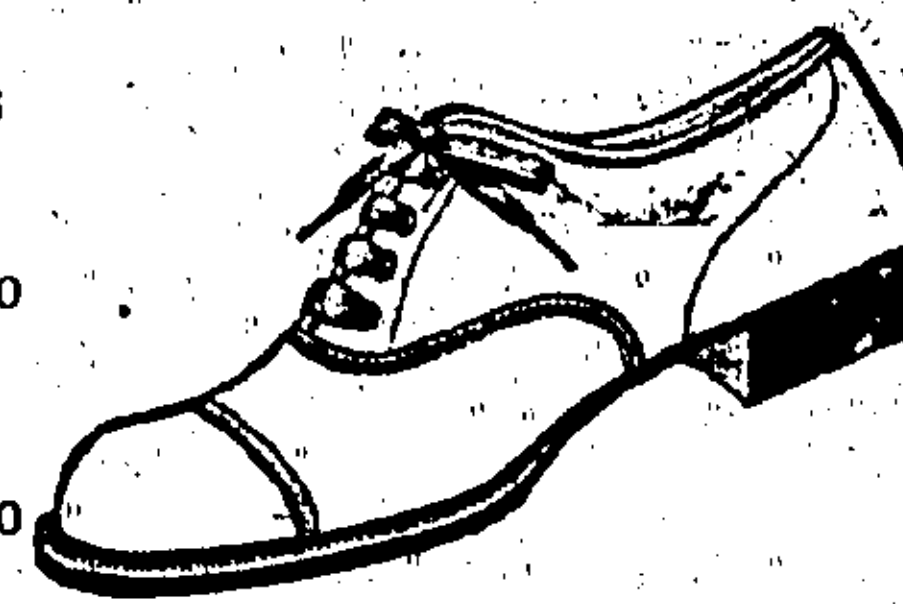
The Canton *Times* says: In a memorandum to the President, Lu Chi-yi, Minister of Interior, emphasized the necessity of developing the mines in Kwangsi and suggested that a mining expert should be sent to make a survey of the mining conditions in that province. It is reported that Wong Sun-chi has been appointed to the post of Director of the Bureau of Mines in Kwangsi.

# LANE, CRAWFORD & CO.



WE HAVE JUST RECEIVED  
A SMART SELECTION  
OF OAKMORE, THE ALL-  
ENGLISH,  
BOOT AND SHOE,  
IN ALL SHAPES AND  
SIZES. BLACK AND BROWN.  
BOX CALF OR GLACE KID.

PRICES  
FROM  
\$20.00  
TO  
\$30.00



WE SPECIALIZE IN McAFEE'S  
RUBBER STUDDED GOLF SHOE  
AS WORN BY  
GEORGE DUNCAN, GOLF  
CHAMPION OF THE WORLD.

WE ALSO SPECIALIZE IN DRESS  
SHOES AND PATENT PUMPS.  
**LANE, CRAWFORD & CO.,**

## DOBBIE McINNES LIMITED.

### ENGINE INDICATORS

EXTERNAL PRESSURE SPRING TYPE DESIGN NO. 1.

Recommended for High Speeds and Pressures For use with Superheated Steam and

For all purposes where highest accuracy is required.

SOLE AGENTS:

**LANE, CRAWFORD & CO.**

Tel. 1741.

HONGKONG

## NEW STOCK

OF

## STRINGS

FOR

VIOLIN 'CELLO DOUBLE BASS

AT

**A ANDERSON'S**

184

**Powell**

TELEPHONE 3146.

GENTLEMEN'S TAILORS AND BREECHES  
MAKERS.

**A COMPREHENSIVE RANGE  
OF WHIPCORDS.**

IN ALL WEIGHTS JUST DELIVERED.

These are suitable for SUITS,  
OVERCOATS and BREECHES and we  
strongly recommend them where  
hard wear is required. Call and  
let us show them to you.

STYLE and FIT EXCLUSIVE.

37



## NEW ADVERTISEMENTS

## KOWLOON-CANTON RAILWAY.

## NOTICE.

THE Public is hereby notified that the Time-Table will be revised on and from FRIDAY, the 16th SEPTEMBER, 1921. Copies may be had on application.

By Order,  
H. P. WINSLOW,  
Manager.  
Kowloon, September 12th, 1921. [1438]

## SIXTH NIGHT SWIMMING FETE

at the  
VICTORIA RECREATION CLUB

ON  
FRIDAY, the 16th Sept., commencing  
at 9 o'clock sharp.

INTER-PORT TRIALS. Open Events and  
Service Races (See Posters).

CLUB BAND IN ATTENDANCE.

Admission:—

Members, Ladies, Sailors and Soldiers, 50 cts.

Non-Members, \$1.

Reserved Seats can be Booked at the Club at \$1.50 each.

Late Train to Peak.

By Order,  
R. C. WITCHELL,  
Hon. Secretary. [1439]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"KHIVA,"

Arrived Hongkong on Sept. 11th, 1921.

From ANTWERP, LONDON, PORT

SAID, ADEN, COLOMBO AND

STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their goods are

being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

Consignee will be sorted out Mark by Mark

and delivery can be obtained as the Goods are

landed.

Optional Goods will be landed here unless

instructions have been given to the contrary

8 hours before arrival of the Steamer.

Goods not cleared within 8 days, including

date of arrival, will be subject to rent.

No Fire Insurance will be effected by us

in any case whatever.

Damaged packages must be left in the Go-

downs for examination by the Consignee, and

the Company's Surveyors, Messrs. GODDARD

& DOUGLAS, at 10 A.M. on MONDAYS and

THURSDAYS.

All Claims must be presented within ten

days of the Steamer's arrival here after which

date they cannot be recognised.

No Claims will be admitted after the

goods have left the Godown.

MACKINNON, MACKENZIE & CO.,

Agents.

Hongkong, September 12th, 1921. [1440]

## INDO-CHINA STEAM NAVIGATION

## COMPANY, LIMITED.

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND

SINGAPORE.

## THE Steamship

"KWAISANG"

having arrived from the above ports, Consignees

of Cargo by her are hereby informed that all

Goods are being landed at their risk into the

warehouses and/or extra, hazardous Godowns

of the Hongkong and Kowloon Wharf and Godown

Company, Limited, whence, and/or from the

wharves, delivery may be obtained.

Goods not cleared by the 14th Sept.,

will be subject to rent.

All broken, chafed, and damaged packages are

to be left in the Godowns, where they will be

examined. Claims against the steamer must be

presented within 10 days of arrival, otherwise

they will not be recognised.

No Fire Insurance will be effected by us

in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd.,

General Managers.

Hongkong, September 8th, 1921. [1426]

## P. &amp; O. S. N. CO.

## STEAMERS FOR

STRAITS, COLOMBO, AUS-

TRALIA, BOMBAY, EGYPT,

MEDITERRANEAN PORTS

& LONDON.

Through Bills of Lading issued for Batavia,

Perian Gulf, Continental, American,

and South African Ports.

THE Steamship "DILWARA," Captain

Babb, carrying His Majesty's Mails,

will be despatched from this Port on or about

TUESDAY, the 13th, SEPTEMBER, 1921, taking

Passengers and Cargo for the above Ports.

Silk and Valuables and Tea for Italy, France

and London (under arrangement) will be

transhipped at Bombay into the Mail Steamer

proceeding direct to Marseilles and London.

Parcels will be received at this Office until 3

p.m. the day before sailing. The contents and

value of all packages are required.

For further particulars apply to—

MACKINNON, MACKENZIE

& CO.,

Agents,

Hongkong, September 2nd, 1921. [1391]

## SEAMEN'S INSTITUTE

21, PRAYA EAST, HONGKONG.

FOR the use of all Men 2, the Mercantile

Martin and H.M. Navy.

Reading and Writing Rooms, Billiard Room,

Officers' Room, C.P.O.'s Room, Restaurant,

oncer Hall, Church.

Private Cabins and beds in Dormitories

Motor Launch "Dayspring."

23

## INTIMATIONS

## NOTICE.

WE have This Day REMOVED to the  
Second Floor of St. George's Building,  
above Messrs. Shawan, Tomes & Co.  
Entrance on Chater Road.

Dated the 1st September, 1921.

GEO. K. HALL BRUTTON & CO. [1379]

## HONGKONG CLUB.

## NOTICE.

THE FIRST YEARLY DRAWING OF  
TWENTY DEBENTURES of the  
HONGKONG CLUB (1920 issue, \$500 each) was  
held in the Club House on Thursday, the 8th  
September, 1921, when the following Debentures  
were drawn for Redemption:—

28	100	442	603
48	129	437	635
68	173	495	742
79	295	552	805
80	354	601	820

and will be payable at the Hongkong & Shang-  
hai Banking Corporation on FRIDAY, the 30th  
September 1921, in exchange for surrender of  
same.

By Order,

A. H. ARBAS,  
Secretary.  
Hongkong, September 8th, 1921. [1424]

## THE HONGKONG ROPE MANUFACTURING CO., LTD.

## AN INTERIM DIVIDEND OF ONE

DOLLAR (\$1) per Share for account

1921, will be payable on MONDAY, the 19th

September 1921. Shareholders are requested

to apply for Dividend Warrants at the

Company's Office, St. George's Building,

Hongkong.

The TRANSFER BOOKS of the Company

will be CLOSED from SATURDAY, the 10th

September 1921, to MONDAY, the 18th Sepem-

ber 1921, both days inclusive.

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, September 3rd, 1920. [1405]

## HONGKONG HOTEL COMPANY,

## LIMITED.

## NOTICE IS HEREBY GIVEN that with

reference to the Special Resolution

passed and confirmed at Extraordinary General

Meetings of the above Company held on the

13th and 31st days of August 1921, regarding

the division of the above Company's share

capital from shares of the denomination of \$50

each into shares of the denomination of \$10

each, in order to enable such Special Resolu-

tions to be carried into effect, it is necessary

that shareholders should forthwith forward to

the undersigned the Share Certificates in respect

of their respective holdings of shares in the

Company in "exchange" whereof the under-

signed will, upon receipt of such Share

Certificates, forward to the respective holders

written acknowledgments of the receipt

hereof.

When the new Certificates in respect of this

division of the shares of the denomination of

\$10 each as aforesaid are ready, Notice thereof

will be given to shareholders and such new

Certificates will be obtainable by shareholders

upon application to the undersigned at the

Company's Registered Office in the Hongkong

Hotel, Pedder Street, Victoria Hongkong; in

exchange for the above mentioned acknowledg-

ments.

Dated the Seventh day of September, 1921.

For the HONGKONG HOTEL COM-

PANY, LIMITED

H. N. BEAUREPAIRE,

Secretary. [1417]

## DAIRY FARM NEWS

## BUTTER

Our "DAISY" BUTTER at \$1.35 per lb is

the best imported butter from any part of the

World. Its texture and keeping qualities can-

not be excelled.

Our "DAIRYMAID" BUTTER at \$1.25

per lb is equivalent in quality to any other

fresh butter sold by other stores.

We deliver orders to any part of the Colony.

## THE DAIRY FARM, ICE &amp; COLD

## STORAGE CO., LTD.

53

The demand is for

## GOOD STAMPS

in good condition

## WE HAVE THE SUPPLY

Our Stock of all Countries is strong, and not

to see the selection of our Stamps is to miss a

large "pick" of the Stamp Market.

53

GRACA & CO.,

Dealers in Postage Stamps, Philatelic Goods,

Religious Books, Garden Seeds,

Toys, etc.

No. 10, WYNDHAM STREET,

HONGKONG.

P.O. Box 920.

53

## INTIMATIONS

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## THE ORDINARY GENERAL MEETING

of the above Company will be held at

the Company's Office, 20, Des Voeux Road, on

FRIDAY, SEPTEMBER the 30th, at Noon.

The TRANSFER BOOKS of the Company

will be CLOSED from the 18th to the 30th

of September both days inclusive.

DOUGLAS LAPRAIK & CO.,

General Managers,

Hongkong, September 9th, 1921. [1425]

## NOTICE.

## IN RE ESTATE OF HERBERT

TAYNTON FOORD, Deceased.

WHEREAS Letters of Administration in

the above Estate were granted on the

17th August, 1921, by His Britannic Majesty's

Consular Court at Canton to the undersigned,

notice is hereby given to all persons having

Claims against the Estate of HERBERT

TAYNTON FOORD, deceased, late Engineer-

in-Chief of Canton-Kowloon Railway, to

present the same, with vouchers, to the under-

signed at Canton, China, on or before the 30th

October, 1921, after which date no claims will

be admitted, and all persons owing debts to the

deceased are hereby notified to make payment

to the undersigned by the same date.

WILLIAM MURRAY STRATTON,

Administrator.

C/o CANTON-KOWLOON RAILWAY,

Canton. [1380]

## OIL PLANTS &amp; LIGHTER FOR SALE.

TENDERS are invited for the purchase

of 4 V.D. Anderson Motor Driven

Expeller Oil Plants and other accessories

complete, also one wooden Lighter "WO-

LEE" equipped with oil tanks, carrying

capacity about 125 tons more or less.

Tenders must be sent in sealed envelopes

marked on the outside Tender for "OIL

PLANT" or "WOODEN LIGHTER" as the

case may be and must be addressed to the

undersigned before the 14th day of September,

1921. The Special Manager does not bind

himself to accept the highest or the lowest

tender.

The undersigned does not warrant or

guarantee the above description in any way,

but inspection and details concerning the Oil

Plant & Lighter will be given to bona fide

purchasers on application at the under-

mentioned address:

E. A. M. WILLIAMS,

Special Manager,

BANQUE INDUSTRIELLE DE CHINE,

5, Chater Road.

Hongkong, September 7th, 1921. [1418]

## A. G. DA ROCHA.

## AUCTIONEER, SURVEYOR AND

## GENERAL BROKER.



## CABLES.

## LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

CONSTANTINOPLE PLOT.  
TO ASSASSINATE ALLIED  
OFFICERS.

CONSTANTINOPLE, September 12th.

It is reported that British Intelligence authorities have discovered a plot organized and subsidized by the Angora Nationalists, chiefly among Turkish officers, with a view to stirring up a revolution in Constantinople, seizing the surrendered war material, spreading disaffection among the loyal Indian troops and assassinating the leading officers of the Allied forces.

Seventeen desperadoes are said to have been brought to Constantinople, specially to commit murders. General Harington has submitted the list of those compromised to the Turkish authorities and has demanded that they be arrested and handed over within a week to be tried by the Allied Court.

AUSTRIAN ARCHDUKE'S  
MINES.AMERICAN SYNDICATE'S  
VENTURE.

PARIS, September 12th.

Negotiations have been concluded by which a powerful American financial syndicate champions the claims of the Austrian Archduke Frederick against various Central European Governments, which have sequestered and confiscated the properties of the latter, estimated to be worth £40,000,000 and to consist of land and industrial holdings, including steel works and mines in Teschen.

The syndicate is anxious to secure the steelworks and mines, with a view to resumption of operations on American lines.

## MANDATES PROBLEM.

DR. WELLINGTON KOO'S LETTER  
TO "FOUR BIG ALLIES."

GENEVA, September 12th.

Dr. Wellington Koo, the acting President of the Council of the League of Nations, has sent the Governments of the Four Big Allies a note confirming the letter of Dr. Da Cunha, asking them to spare no effort to reach a settlement on points under discussion between them and the United States in regard to mandates.

## COLLAPSE OF BRIDGE.

24 DROWNED; 5 INJURED.

CHESTER (PENNSYLVANIA), Sept. 12th.

Twenty-four were drowned and 5 injured by the collapse of a bridge on the river here, owing to the breaking of the rusted iron supports.

The majority of the victims rushed on the bridge to watch the rescue of a drowning boy.

## JUTE MILL SHORT TIME.

## OPERATION IN CALCUTTA.

CALCUTTA, September 12th.

The operation of short time in jute mills has been extended till the end of December.

## EARLIER CABLES.

AUSTRO-HUNGARIAN  
DISPUTE.AMBASSADORS' COUNCIL'S NOTE  
TO HUNGARY.

PARIS, September 11th.

The Ambassadors' Conference has sent the Hungarian Minister at Paris a Note stating that the acts of violence committed by Hungarian troops or regular troops in West Hungary directly involve responsibility on the part of the Hungarian Government. Inviting Hungary to evacuate Burgenland, the Note declares that punitive measures will be employed to ensure the execution of the Treaty of Trianon if Hungary persists in her present attitude.

ALLOCATION OF REPARA-  
TIONS.MATTER TO BE REFERRED TO  
ALLIED CONFERENCE.

PARIS, September 10th.

The French Finance Minister and the Chancellor of the Exchequer in London had another informal talk, during which the financial issues were reviewed in the friendliest spirit. The whole matter is to be referred to another Allied conference.

U.S. TENNIS CHAMPIONSHIP.  
SHIMIDZU'S PROGRESS.

PHILADELPHIA, September 11th.

In the United States national lawn tennis singles championship, second round, Shimidzu beat the Californian, Allen, by 6-3, 6-0, and 12-10.

## SITUATION IN GERMANY.

## BAVARIA TEMPORISING.

BERLIN, September 11th.

It is officially announced from Munich that the Bavarian Government has not yet reached a final decision in regard to the Berlin decrees. It appears that while the majority of the Bavarian Cabinet favours rejection, a compromise has been reached between the Bavarian delegates and the Central Government.

A committee of the Diet which has been considering a compromise desires to continue negotiations with Berlin with a view to obtaining further concessions.

REPORTED RESIGNATION OF  
BAVARIAN MINISTERS.

A Munich message states that the Premier, Herr von Kahr, and the Minister of Justice, Herr Rothe, who were regarded as the strongest opponents of compromise have resigned.

## FILM ACTOR'S PARTY.

FOLLOWED BY SENSATIONAL  
CHARGE.

SAN FRANCISCO, September 12th.

A sensation has been created by the arrest of the film actor, "Fatty" Arbuckle, who is charged with murder in connection with the death of Virginia Rappe, a film actress, who died after a party in Arbuckle's apartment.

The District Attorney states that Arbuckle is charged under the section of the Code which provides that life taken in rape or attempted rape is considered murder. The complaint was filed after a post-mortem and the examination of several persons, who are alleged to have been attending the party.

Arbuckle, who was at Los Angeles, returned to California and surrendered. The prisoner declined to make a statement.

## SUGAR-GROWING IN INDIA.

## JAVA MODEL RECOMMENDED.

SIMLA, September 11th.

The report of the Committee appointed at the end of 1919 to investigate sugar-growing and manufacture in India, just published, emphasises that India produces only a ton of sugar per acre compared with over 4 tons in Java and 4½ tons in Hawaii. An enormous percentage of the sugar contents of the cane is lost through antiquated methods of production and inefficient milling.

The report recommends the adoption of the Java system of mechanically lifting cane loads on to the carrier, and expresses the opinion that the present tariff, combined with ocean and railway freights, amply protects the Indian sugar industry. The organization of the Indian sugar industry on the Java model, proceeds the report, is essential to progress. Organisation should take the form of an Indian Sugar Board composed, firstly, mainly of officials and, ultimately, of non-officials. An Imperial Sugar Research Institute should be established to control research in the provinces.

The Committee pays high tribute to the assistance given the Government by the Dutch Indies General Syndicate of Sugar Manufacturers, the Dutch-Indies Research Association of Java, and the sugar industry, whose courtesy and cordiality were unforgettable.

## RUSSIA'S CATASTROPHE.

"MILLIONS DOOMED TO STARVE  
TO DEATH."

HELENGRONS, September 11th.

A well-known Russian writer, interviewed, declared that Dr. Nansen had quite a wrong conception of the extent of the misery of the famine-stricken people of Russia and the relief necessary to save them. The famine struck the most fertile parts of Russia, where the country's supplies are grown. It would never be possible to supply food for the twenty to twenty-five million people needing it, at least one-third of whom were doomed to starve to death.

The starving hordes are fleeing, mostly eastwards. Twelve thousand were recently killed at Bugulma through two armies of refugees meeting.

FRENCH ECONOMIC OUTLOOK  
SELF-SUPPORTING IN WHEAT.

PARIS, September 10th.

The grape harvest, now in progress, is bidding fair to rival wheat as regards quality and quantity, so the agricultural year of the whole is quite satisfactory. Under the circumstances, prices of the chief commodities should soon show a substantial decline.

The Cabinet is contemplating new further measures tending to reduce the cost of living and to curb speculation. Under the Government's auspices, a great show is being held in Paris in order to advertise the most modern methods of wheat cultivation. At the opening address, the Minister of Agriculture stated that France should soon become self-supporting as regards wheat.

Business is decidedly on the upward trend. The steady depreciation of German exchange is causing some misgivings, as foreboding, possibly, an acute German crisis. The mark is now worth less than one halfpenny.—Havas.

## OBITUARY.

LONDON, September 11th.

The death is announced of the Marquis of Milford Haven.

[Admiral Louis Alexander Mountbatten, first Marquis of Milford Haven, born 1884, was formerly Prince Louis of Battenburg. He married his cousin, Princess Victoria, daughter of Princess Alice and grand-daughter of Queen Victoria, and entered the Navy in 1888, serving in the Egyptian War (Medal and Khedive's star). From 1902 to 1905 he was appointed Director of Naval Intelligence, subsequently commanding the Atlantic Fleet and then the 3rd and 4th Divisions of the Home Fleet. From 1912 to 1914 he was first Sea Lord.]

FAR EASTERN CABLE  
NEWS.CHINA'S PART IN LEAGUE OF  
NATIONS

[THROUGH REUTER'S AGENCY.]

DR. WELLINGTON KOO'S VIEWS.

GENEVA, September 12th.

Dr. Wellington Koo, interviewed by Reuter, said that the honours which had come to him from the League of Nations as president of the Council and acting chairman at the opening of the second Assembly, were really honours bestowed on China.

He was glad that these honours had come to China, because China had been playing a very great part in the League, ever since she entered it. He recalled the important part taken by China's delegate in the deliberations of the first Assembly and pointed out that China, at present, was represented on the Council of the League, and, also, on the committees dealing with military, naval and aerial affairs, opium traffic, amendments to the Covenant, transit and communications. China participated in several international conferences under the auspices of the League. China's representative acted as Reporter to the Council of the League, in regard to the administration of the Sanku, tax organisation of the secretariat and finance of the League, and the opium problem, while he was a member of the committee on Upper Silesia.

China's active participation in the League became her not only as a great country, but because the spirit of the League was essentially the spirit of the Chinese, who were the greatest lovers of peace. The Chinese civilisation was built up on the central idea of upholding the supremacy of right and reason over force and might. He wished to note the increasing interest taken by the Chinese Press in the League, because the continued success of the League depended primarily on the support of public opinion in all countries.

At least two questions before the present Assembly greatly interested the Chinese, namely, disarmament and the International Court of Justice. China, naturally, wished a rapid reduction in armaments, which would promote peace, also, a speedy establishment of a permanent tribunal of international justice, inasmuch as such a court would go a long way towards preventing wars.

Dr. Wellington Koo hoped soon to report the completion of China's ratification of this Court.

He mentioned that among matters specially interesting to China were the amendments to Articles XXI and X of the Covenant, the election of Judges of the International Court of Justice, the appointment of non-permanent members of the Council of the League and the opium question. He hoped for a satisfactory outcome of these questions.

FRENCH AVIATION AGE AS  
MISSIONARY.

PARIS, September 12th.

Father Bourjade, who is going to New Guinea as missionary, covered himself with distinction in the military flying service in war-time.

He was fourth in the list of French aviators for the number of enemy aeroplanes brought down and was awarded the Legion of Honour, the Military Cross and numerous palms.

## JAPANESE ALPINIST'S FEAT.

BERNE, September 11th.

The feat which may Alpine climbers have attempted vainly has been accomplished by a young Japanese, Mr. Yukomaki, of Tokyo, who, with three guides, ascended Mount Eiger by the eastern approach. All of the party were in splendid condition at the end of the arduous climb.

[Mount Eiger, one of the highest peaks of the Bernese Oberland, attains an altitude of over 13,000 ft.]

AMERICAN SHIPBUILDING  
INDUSTRY."DEAD AS FAR AS FREIGHTERS  
ARE CONCERNED."

LONDON, September 11th.

Sidelights on the present condition of the shipbuilding industry of the United States are thrown by Mr. James H. Preston, shipbuilding expert connected with the Fuller Construction Company of America. Interviewed at Liverpool on his arrival from New York, he asserted that the ship construction industry is dead in America as far as freighters are concerned. Practically the only vessels building are oil-tankers. Many large shipbuilding firms have closed down. Mr. Preston said that regarding general trade everything was scraping bottom. Possibly this would continue for months, but optimism prevails, especially in the direction of the erection of dwelling-houses.

INTERNATIONAL COURT OF  
JUSTICE.

PARIS, September 10th.

The election of the French jurist, Prof. Weiss, Lord Finlay, and the Japanese jurist, Mr. Oda, as judges of the International Court of Justice at The Hague is considered as assured.—Havas.

## FRENCH EXPRESS ACCIDENT.

LYONS, September 11th.

In the express train accident 25 were killed and 60 injured.

Thirty-eight were killed in the Strasbourg-Lyons express train derailment.

## SAN ANTONIO FLOODS.

SAN ANTONIO (TEX.), Sept. 12th.

The floods are not so serious as originally threatened. The dead are now estimated at 39, and the damage at \$10,000,000.

THE CASSEL CONCESSION IN  
KWANGTUNG.PROFESSOR DEWEY'S "MEGALO-  
MANIC HALLUCINATION."

[THROUGH REUTER'S AGENCY.]

A "Special Correspondent" contributing to the London and China Express a criticism of Professor Dewey's "startling, exasperating and amusing" article in the New Republic says:—

His tale of mystery and imagination is based on the discovery of a colliery contract made by Major Louis Cassel and a Chinese, named Sun Pak-ming, with the Military and Civil Governors of the Province of Kwangtung. But his rendering of the contract finds so faint an echo in the document itself that a clause-to-clause examination is called for in the interests of decency and fair-play.

The Professor promises that "the contract delivers to a British company a monopoly of the rich coal deposits of the province for a period of 90 years," but here at the outset the document does not bear him out in the least degree. The contract enumerates and excludes 51 coal mines for which mining rights have been granted and on which work has commenced, also seven coal mines for which mining rights have been granted but on which work has not commenced. It then permits the concessionaires to prospect in certain other districts bordering on the lines of railways from Canton to Kowloon and to the northern boundary of the Province during a period of nine months, perhaps to be extended to 15 months, and to demarcate areas none of which shall exceed 10 square li, in which they may desire to carry on mining operations. At then provides that at the end of the 15 months the areas so demarcated shall be granted the company for 90 years. The most fitting comment on this revelation in this case lies in the fact that 10 square li are equal to three square miles while the estimated area of the Kwangtung Province is 100,000 square miles.

THE RAILWAY PROPOSALS.

A similar megalomaniac hallucination pervades Professor Dewey's comment on the railway clause. The contract provides, as indeed a mining concession should provide, for the use by the concessionaires of the existing means of transportation, and for the construction of additional roads and railways as may be deemed advisable for the purposes of its business. The Professor finds in this a monopoly of all further transportation facilities of the province. Now the districts in which the concessionaires are permitted to prospect are all abutting over or adjacent to the two railways fore-mentioned; consequently, the only possible railway lines contemplated in the contract are branches from the existing railways to the areas demarcated. Nothing short of divine ecstasy could enable one to consider these little demarcated areas as a provincial monopoly.

To add that this colliery concession "accounts for the anxiety of the British partners in the Consortium for the completion of the Hukwang Railway be the first undertaking financed by the Consortium" is decidedly below the belt, for in the first place this railway is the half-finished enterprise of the earlier Consortium, in the second place the Chinese Government that it is completed with delay, and in the third place so much of the line as is required for the purposes of the colliery concession is already completed.

## THE VALIDITY OF THE CONTRACT.

The contract was made in 1920 and the Professor takes marked exception to the particular administration with whom it was concluded. Elsewhere he recounts with undisguised satisfaction that the succeeding administration repudiated the deal. Now a contract can only be made with the Ins and not with the Outs, and every word of this chapter of the Revelation is, *mutatis mutandis*, as pertinent as it would be if the contract were with the Kwangtung party instead of their brethren of Kwangsi. It is true that changes also take place in the Central Government at Peking, but neither Monarchy nor Dictatorship nor Republic has yet gone back on the authorised chop or seal of the Government of China, their own or their predecessors. And, anyhow, as is noted by the Professor with gleeful Central Government's ratification is still withheld.

Discussing the arrangements for the formation of a company to take over the concession, and the division of the shares into "A" and "B" shares, Professor Dewey's paraphrase has the appearance of wilful perversion. He writes, "the 'A' shares go unreservedly to the directors of the company and the 'B' shares are to be allotted by the directors of the company at their discretion." The concession itself provides that the "A" shares shall be allotted by the directors of the company who are of British nationality in such manner as they may decide, and the "B" shares shall be allotted by the directors of the company who are of Chinese nationality in such manner as they may decide. Inasmuch as three directors are of European nationality, three Chinese, and the seventh British, the arrangement seems to be a perfectly fair one, and the Revelation seems to be a little distorted.

## MUTUAL INTERESTS IN DEVELOPMENT.

Vainly one may search through the concession for a single word out of harmony with the famous New York Consortium Agreement, or for any provision at variance with the resolutions of the Associated British Chambers of Commerce at Shanghai. Yet the unhappy contract is denounced as if it were a piece of sinister treachery and a forerunner of the seizure of South China by Great Britain. Part of the plot in that a new line should be built such as will convert Canton with its 1½ millions of inhabitants into a "way-station" for the goods of the world. What, in fine, is the truth of the matter? No more than the natural desire of shipping and industrial coal consumer of Hongkong and Canton, British, foreign and Chinese, to make some use of the stores of cheap coal lying almost at their door.—The reputable names of the firms and companies constituting the syndicate who are to take over the concession from Major Cassel and his Chinese associate, names which have stood in China for fifty years and more for straightforward trade, are a sufficient guarantee that the concession will be worked for the public benefit; they are, indeed, in themselves a refutation of Professor Dewey's preposterous insinuations. As Henry Labouchere would have said, the whole thing is a farago of nonsense.

THE FAR EAST IN PARLIA-  
MENT.

## OPPIUM CULTIVATION IN CHINA.

[THROUGH REUTER'S AGENCY.]

Mr. Cecil Harmsworth, Under-Secretary for Foreign Affairs, replying to Mr. Gershom Stewart, recently said:—

Parliament showing the present position of opium cultivation in China. It is the case that China undertook to put down cultivation as the condition on which the export of opium from India was stopped. At that time opium-growing in China seemed to have been satisfactorily suppressed, but I regret to say that recent reports indicate a marked revival in certain provinces, and there is evidence of smuggling of Chinese opium into Hongkong on a considerable scale. No doubt it is also smuggled into Shanghai. Strong protests have been repeatedly addressed to the Chinese Government, headed by the League of Nations, and have hitherto remained entirely unavailing. The League of Nations are now actively interesting themselves in the whole opium question.

NAVAL POLICY.

(August 3rd). In Committee of Supply on the Navy Estimates, Mr. Amery, in referring to the policy of laying down four capital ships this year, said: At this moment there were under construction a whole fleet of vessels of a type anything more powerful than anything afloat at the Battle of Jutland, and in the face of whose shattering shells all ships of earlier design were liable to instant and complete destruction by the penetration of their magazines. Japan had eight of these vessels, one of which was already completed, and all of which would be completed by 1925; and she had voted money for eight more to be completed by 1928.

Rear-Admiral Adair said the suggestion that the armament race was bringing about competition in building of war vessels was utterly ridiculous. We should go to the coming Conference with a definite programme and with the knowledge that further ships could be built should the necessity arise.

Commander Bellairs said Japan's naval programme was far more intensive than that of Germany, and it was that of armaments to-day. Japan was not only building more ships than we were, but her navy had a larger personnel than the German fleet at the beginning of the war. He thought the war staffs were right in coming to the conclusion that the capital ship remained the basis of sea power, and that the policy which the Admiralty were pursuing was a wise one.

ANGLO-JAPANESE TREATY AND INDIA.

(August 8th). Mr. Cecil Harmsworth informed Sir John Rees that there was no article in the Anglo-Japanese Treaty providing for assistance being afforded by Japan to Great Britain in the event of external difficulties or disturbances in India.

Sir J. D. Rees: Is the hon. gentleman aware that the contrary is so frequently stated as almost likely to lead to serious consequences?

Mr. Harmsworth: I have seen the statement made, but there is no foundation for it.

BOLSHEVIST FORGING OF  
CHINESE BONDS.

A matter that has lately been the subject of correspondence between the Committee of the London Stock Exchange and the Credit Lyonnais, one of the agents for the loan, is the discovery, according to circumstantial evidence, of the forging of a number of Four Per Cent. Chinese Bonds of 1905 by Russian Bolshevists. The Chinese loan of 1905 was originally issued under the auspices of the old Imperial Government of Russia, which was one of the guarantors of the bonds. Since the war the position of the exchanges has caused a large transfer of the bonds from France—where the bulk of them were formerly domiciled—to this country. The British investor has been attracted by the fact that the bonds are an absolute first charge on the Chinese Imperial Maritime Customs, the yield from which in 1920 was £16,800,000, as against a sum of less than £1,600,000 required for the service of the 1905 loan. An incidental further attraction has been that coupons and drawn bonds are payable in a number of foreign currencies, including Swiss currency, as consequence of which while the redemption price of the bonds is par, as much as 113 is at the present time being bid for drawn bonds. It was apparently at Geneva, where, through the high prevailing rate of exchange, the bulk of coupons just now find their way for encashment, that suspicions were first aroused as to the existence of forged bonds.

## INVESTING PUBLIC SAFEGUARDED.

The forgeries, it is understood, have been effected in clumsy manner, for coupons have been presented relating to bonds the numbers of which were drawn and cancelled some time ago. The matter is now being closely investigated by the bankers who act as agents for the loan. In order to reassure investors who have recently purchased bonds of the Chinese 1905 loan it may be stated that under the regulations of the Stock Exchange they are safeguarded, as the principle is there upheld of once a bad delivery always a bad delivery; in other words, the buyers of forged bonds would have recourse against the sellers, who in their turn could claim the same rights of recourse against the parties from whom they bought, and so on as far as the chain of backward trading could be effectually applied. In City circles the opinion was expressed yesterday that very few of the forged bonds have been brought to this side because nearly all the Chinese 1905 bonds that have been imported to London lately have borne the French stamp, which is presumptive evidence to some extent of their genuineness.—Times.

## SUFFICIENT GUARANTEE THAT THE CONCESSION WILL BE WORKED FOR THE PUBLIC BENEFIT; THEY ARE, INDEED, IN THEMSELVES A REFUTATION OF PROFESSOR DEWEY'S PREPOSTEROUS INSINUATIONS.

As Henry Labouchere would have said, the whole thing is a farago of nonsense.

## THE CHAOS IN CHINA.

A PROBLEM FOR THE PACIFIC  
CONFERENCE.

[THROUGH REUTER'S AGENCY.]

A Japanese correspondent, writing The Times, asks:—What is to be the future of China? The Pacific Conference is about to meet, and the Powers will have to consider this question.

After all, does it not seem that the position of China is the kernel of the whole problem of the Pacific?

At the present moment China is in chaotic condition. There is no central Government. The Government at Peking governs a few provinces near the capital only, and outside of these is unable to enforce its decrees. Its authority is steadily declining, and many other provinces are declaring their independence. It is confronted with another and rival Government in Canton, which administers only one province—that of Kwangtung. The Powers have decided that until these two Governments agree they can make no further loans to China.

Yet China cannot live without support from foreign countries. Her provincial military governors are many of them open revolt. It is agreed by foreign observers that the increasing power of these governors is the cause of the growing chaos; yet nothing is done to restrict their influence. The field for the commerce of all Powers trading with China is necessarily becoming steadily more restricted by this state of things.

When the Conference meets at Washington the question cannot fail to be asked. What is going to be done? Certain English newspapers in China are asking it already. They are asking, Will the Powers agree to the abolition of extra-territoriality, of spheres of influence, of foreign control over posts, telegraphs and Customs? If so, what will be the position as regards the personal safety of foreign subjects in China, and the security of their financial and commercial interests?

Japan was until lately supporting the Peking Government. She did so because she realised that without support from outside that Government could not assert itself against the disintegrating influences operating to its disadvantage. But Japan was regarded as doing this solely from interested motives. She accordingly withdrew her assistance. From that time forward the decline in the power of Peking has been continuous.

During the Great War the world was familiarised with the doctrine of self-determination advocated by President Wilson. Did it lead to no confusion, and has the world received nothing but benefit from that doctrine? Would all the statesmen who adopted it be equally willing to adopt it now that they have seen the effects of its actual application in Europe, Egypt, and India?

Unless there is a clear idea of what will result from the application of the doctrine of the "integrity of China," "the open door," and "equality of opportunity," it is hardly likely that anything but trouble will result from the attempt to put it into execution. Before subscribing too unreservedly to such a doctrine, moreover, the Powers should have guarantees that their existing rights and interests in China will be respected.

It is well, therefore, that before the Conference meets, those who will be responsible for their respective countries at its councils should ask themselves these very important questions. Otherwise they may find themselves confronted by a position of quite extraordinary difficulty, the end of which it is not easy to foresee.

THE CHAOS "A VALUABLE  
STIMULANT" TO TRADE.

Mr. B. Lenox Simpson, writing in reply to the above, says that the authority of the Central Government is working perfectly in regard to the five major Revenue Departments—Customs, Salt, Railways, Posts and Telegraphs—which this year will show a collection of £40,000,000.

In regard to wine and tobacco, and stamps, the collections will soon be very much improved. The foreign trade of the year, if the present rate of increase is maintained, will not be far short of Chinese \$3,000,000,000. Owing to the fall in the value of silver the 1919 and 1920 will not be more than in 1918 and 1920, but it goes to show that "chaos" seems to act as a valuable stimulus, which other countries might do worse than imitate.

When your correspondent declares that "the field for the commerce of all Powers trading with China is necessarily becoming steadily more restricted," he is making an observation which is deliberately misleading. China has not the slightest intention of asking for the abolition of extra-territoriality until her codes are ready, which may be 15 years hence. There is no "foreign control" over Posts, Telegraphs, and Customs. All foreigners in these services are Chinese Government servants.

The crux of your correspondent's letter is the section in which he deals with the history of Japan's support to a corrupt clique which he calls the Peking Government, thrown out of office last year after severe fighting. Most of the clique are still in hiding in the Japanese Legation in Peking, and many have just been sentenced to death by default by the Supreme Court as traitors.

Only interest in China is commercial, and British Empire trade and shipping still easily hold first place. It is not to the interest of the mercantile community to have aliens putting forward projects to save China, one policy is to leave the Chinese to their own fate. In their "chaos" to let trade grow in the way it has done during the past ten years, and to allow the solution of the social and political problem to be worked out by the men who know.



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## PARIS FASHIONS NOTES.

 [FROM OUR SPECIAL CORRESPONDENT,  
ISABEL RAMSAY.]

PARIS.

There exists a rule in the canons of good French dressing which appears to women of other nations to be quaint rather than anything else. This law, which is as immutable as any laid down by the Modes and Persians, consists in never appearing in the street in other than a coat or cape; a break of this rule is known by the droll expression: to go out "en taille." Women on their way to market, shop girls, business girls and others may go out "in waist" if they like, but for the society woman who must be a slave to fashion the thing is impossible. In Winter, she must wear a tailor-made suit or also cover up her dress with a thick coat; in Summer, she may appear in a light tailored suit, otherwise, no matter how high the temperature, she must cover up her light frock with a cape of some sort. A realisation of this rule of dressing explains why capes appear to be always fashionable in Paris.

The idea may have originated with the advent of the motor-car and the necessity it brought about of swathing oneself in a dust-coat. Whatever the origin, however, the dust-coat of yesterday remains the fashionable cape of to-day that swaths in correct elegance the woman with the Rolls Royce as well as her elegant, but less wealthy, sister who never travels except by tram.

Designers have been in a gracious mood lately and created capes that are elegant enough to satisfy the heart of the most fastidious. The shades chosen are invariably white or black, and any material seems to appeal to them from a light garbarding to the flimsiest of Georgette or tulle de soie. Some of the more decorative capes are even figuring in lace fringe. As to the cut and line of them, there is no end. For the trim, smart little figure there are short musketeer capes that swing from the shoulders and end just below the waist either in a straight hem or a rounded off one.

There are long, clinging capes with no sleeves whatever; and others, again, with tails or some other pretence of an opening at the sides for the arms to pass through. There are capes that finish with high collars, ruffles or bands of fur or feathers, and there are others that are content to finish off with a band of braid or ribbon. A particularly elegant model which I saw at the Grand Prix was in black garbardin lined white satin; the top part was loose and almost sloppy in cut and bloused over a low waist-line, whilst the lower part was a series of four panels that added a line of severe straightness to the silhouette, at the same time creating a pretty effect by showing fleeting glimpses of the white satin lining as the wearer paraded the lawn. The idea of the mixture of black and white was as economical as it was elegant, for obviously, such a cape was reversible and would be utilised with the white side to the world, and the black forming the lining at some fashionable beach during the Summer.

Last year there was a rage for capes that showed a round yoke added to a skirt part of accordion-pleated material. Nothing was more becoming than these capes until they became so common that no woman of fashion could dare to be seen any longer wearing one. This year, the yoke remains the same on some capes, but the skirt part is no longer pleated, either in accordion or knife pleats.

There is also a type of cape that is so simple that a square or oblong piece of material is all that is needed for its construction, which consists merely in gathering one side into a band and adding a ribbon each side, by means of which it is held in place across the shoulders. A band of ruffles may finish the top or, in place of the ribbons, there may be a strap crossing in front and fastening with a fancy button on one side. In spite, however, of its extreme simplicity, it is surprising how very effective some of these capes can look. A line less severe may be obtained by rounding off the hem.

One of the prettiest innovations launched at Longchamp recently was the straw parasol. These are far too dainty and original to be described and must be seen to be fully appreciated. They were in all shades—either with a plain border, one edged with flowers to match the colour, or else finished with a band of ostrich feathers in the same shade. One of these straw sunshades I noticed was in a pale mauve shade and was edged with a band of Parma violets; another was in a light yellow shade and was edged with buttercups; whilst a third was in a lovely rose shade with a two inch band of ostrich plumes in the same shade adding a touch of grace and lightness to the edge, and a coquettish bunch of the same feathers encircling the base of the ferrule. The effect of these parasols when worn with a dainty frock was charming, but when the wearer (or should one say "carrier") added a hat made of the same straw and, perhaps, a bag as well, the result was one of the most original and becoming to be seen anywhere on the course.

Hats, for the moment, are all of the drooping, cloche type, showing a wide brim, rather elongated at the sides; the crown is fairly high back and front, and is dragged down in a peak on each side. As to trimming: there are three methods in vogue. The first consists in taking two flowers of gigantic dimensions, placing them back to back and then pinning them on to the very front of the crown; the second, also employed for the cloche type of hat, consists in taking one or more extra long quills, placing the "root" at the base of the crown at the back, and drawing the feather round so that the tip finishes in front rather inclined to jut out a little to the right in front. Ostrich feathers or glycerined ostrich plumes may be treated this way also. The third method consists in taking a small hat—one that is nearly a toque—and another of the crown in small flowers, or partially smothering it with a garland of hand-made flowers that resemble—if they can be said to resemble any flower—giant cactus-dahlias. These stand out in a series of spikes all round the crown, which they succeed in all but covering. For the moment, one sees nothing but one of these three types, and it is not likely that anything new will appear, seeing that the "gay" world of (Continued on page of next column.)

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## LETTER FROM LENIN.

FAILURE OF BOLSHIEVISM.  
NEGOTIATIONS FOR COMPROMISE.

PARIS, August 24th.  
The following extracts from a letter said to have been sent by Lenin to a friend are published in the *Voiz Russi*:  
"Three years of uninterrupted study of the phases of the revolution in Russia have taught me not to look everywhere for the conscious movement of the masses or the collective instinct of the masses which urges them to work in the desired direction. These studies have taught me, on the contrary, to seek the force of individuals whose will rises above the level of their classes. The Bolsheviks committed a grave error in attaching too much importance to the masses. In studying them as intellectual organisms capable of immediately and directly expressing their wishes, any class taken as a whole appears to be nothing else than an organism deprived of all intelligence, of all personal will and of all capability of acting. The enormous field of observation presented by the Russian revolution has often given me an opportunity of considering and of convincing myself of the falsity of the Bolshevik hypothesis."

"As for myself, I am tired, and feel more and more so every day. The fatality of my entourage, as well as its bourgeois tendencies, which are corroding and decomposing the organism of the party, are getting more and more on my nerves. Administrative work is impossible in the form applied by us. The young Bolshevik bureaucracy has entirely inherited the errors of its predecessors."

"The collective instinct, and the conscience of the workers and peasants, have not justified the hopes placed in them, and have failed utterly. Now, with the results of our activities before me, I have to confess that I was wrong, and that I valued too highly the strength of the party, as well as that of the Russian peasant and worker."

"In a word, I mean that the Russian peasant and worker have betrayed their interests. The party has also unintentionally betrayed them, thanks to its weakness and psychology, the result being that the onward course of the revolution has been checked and the evolution and development of the revolutionary idea stopped half-way. Ingenuity, civilization and cruelty, complete failure to comprehend, the impossibility of realising the necessity of working for the future, laziness and inability to conceive new ideas, have all raised a barricade which Bolshevism has not been able to surmount. I feel that the strength of the party is decreasing daily, and that individuals who put their interests above those of the community are causing the party to fall into decay. After the struggles on the various fronts nothing will be left but debris."

"For a long time I have realised the imminence of a compromise, of concessions on our side which will attract new forces to the party and will increase the little number of workers who are really devoted to our cause. Without that, we shall no longer be able to exist, and it will be the last effort of the party, which will perish after having used up all its reserve of energy."

"I have informed Krassin of the necessity of conducting confidential negotiations with the Socialist groups of those who have emigrated, in order to contemplate the possibility of effecting a compromise. I make the same request of you, my old friend, who are a member of no party."—*French Wireless.*

## THE GOVERNMENT AND "THE TIMES."

LORD NORTHCLEFFE ON THE BOYCOTT.

Lord Northcliffe sent the following reply by wireless from the *Argentine* to Mr. E. L. Keen, of the United Press Association of America, who had telegraphed to him a summary of the Prime Minister's statement in the House of Commons on the Government and *The Times*:

"I reply to your question by wireless, it is kind and characteristic of the Prime Minister to wait until I am in mid-Atlantic for one of his monthly attacks on *The Times* newspaper. Lord Curzon's boycott of my newspapers in no way affects our news services, which are infinitely superior to those of the Foreign Office, whose communications to the Press as a rule show singular lack of accuracy. Having only seen an abbreviated account of the Prime Minister's attack, I must defer reply till I reach New York on Saturday."

## "NORTHCLEFFE."

LORD NORTHCLEFFE'S TOUR.  
UNDERTAKEN ON BEHALF OF HIS NEWSPAPERS.

The *London Daily Mail* announces that Lord Northcliffe's tour, in which he is accompanied by a small staff, is undertaken on behalf of the readers of his newspapers.

He proposes visiting Washington and then proceeding to Canada, where he will investigate emigration opportunities. From Vancouver the party will go to Honolulu and the Fiji Islands; thence to New Zealand and Australia, where the question of emigration will again be studied.

After leaving Australia, he will journey to the Philippines. Lord Northcliffe will then enter upon a thorough examination of the Japanese and Chinese questions. He has received cordial offers from both Governments to facilitate his inquiries in every way.

The great problem of the Pacific will form the chief part of his work while away.

Leaving Korea and China, a visit will be made to the Straits Settlements and thence to Burma and India.

A series of impressions from Lord Northcliffe's pen will appear in *The Daily Mail* from time to time.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS, SUBJECT TO ALTERATION

Route	Ship	Day	Time
BANGKOK via SWATOW	"MINGSANG"	Tues.	13th Sept. Noon.
HAIPHONG via HOILOW	"TAKSANG"	Wed.	14th Sept. 8 a.m.
SHANGHAI & TIENTSIN via SWATOW	"WAHSANG"	Wed.	14th Sept. Noon.
STRAITS & CALCUTTA	"FOOKSANG"	Wed.	14th Sept. 3 p.m.
KOBE via SHANGHAI & MOJI	"LAISANG"	Thurs.	15th Sept. D'light.
SHANGHAI	"WINGSANG"	Thurs.	15th Sept. Noon.
MANILA	"LOUNGSANG"	Fri.	16th Sept. 2 p.m.
SHANGHAI via SWATOW	"CHOIRANG"	Mon.	19th Sept. Noon.
SANDAKAN	"YANNIS"	Thurs.	22nd Sept. Noon.

CALCUTTA LINE:—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoilow when inducement offers.

BORNEO LINE:—Fortnightly sailings to and from Sandakan by two 5,000 tons steamers s.s. "HINSANG" and s.s. "YANNIS" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datar.

TIENTSIN LINE:—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

BANGKOK LINE:—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

## CALCUTTA LINE.

S.S. "FOOKSANG" will be despatched on or about Wednesday, 14th Sept., at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWET-FENHAM, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to:—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGERS.

TELEPHONE No. 215.

## GLEN AND SHIRE

Joint Service of Steamers.

U.K.-STRAITS, CHINA & JAPAN SERVICE.

### OUTWARDS.

Vessel	Des Hongkong
M.V. "GLENAPP"	15th Sept.
S.S. "CARNARVONSHIRE"	28th Sept.

### HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
M.V. "GLENAPP"	25th Sept.	GENOA, ROTTERDAM, HAMBURG & HULL.
M.V. "GLENARIFFE"	25th Sept.	GLASGOW & ROTTERDAM.
M.V. "GLENAPP"	27th Oct.	GENOA, LONDON, ROTTERDAM & HAMBURG.

Movements are subject to change without notice.

For freight or further particulars please apply to:—

Jardine, Matheson & Co., Ltd.

The Glen Line, Ltd., AGENTS.

Telephone No. 215 sub-ex. 23 and 5636.

## Slackness

Feelingslack? Need a change? Nonsense! Get the Kruschen habit and you'll feel a new man. Remember! Half a teaspoonful—in hot water—before breakfast every morning!

## Kruschen Salts

A. S. Watson & Co., Ltd., Sole Agents for Hong Kong and Southern China.

## THE MENACE OF INDIGESTION

to the General Health should neither be ignored nor treated lightly. It is always wise to regard indigestion as a serious menace—for this it is, most undoubtedly. Do not therefore dismiss a stomach ailment with the words:— "It is only indigestion." Think of what it might lead to. For it happens that neglect of this ailment in some cases has serious results. A simple remedy—yet one which has been proved times out of number for many years past to be safe and sure—is Beecham's Pills. This popular medicine should always be taken as soon as any symptoms of digestive derangement make their appearance. The signs are well known. They include:—Biliousness, constipation, flatulence, headache, failing appetite and other familiar forms of indigestion. Be prompt to deal with such troubles. Do not allow them to take a hold upon you. Remember that these symptoms do really matter. Adopt the best defensive measures against the menace of indigestion to Good Health by taking

## BEECHAM'S PILLS.

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Bentley's A.B.C. 5th Ed.  
and Scott's Codes.  
Telephone: Kansai  
3844 3933.

## KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP . . . . ¥20,000,000

President: Mr. Y. KAWAKAMI  
Vice-President: Mr. K. MATSUOKA  
Managing Director: Mr. MATSUYAMA

The Company has on hand a Large Number of

## NEW CARGO STEAMERS

ALWAYS READY FOR  
CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight.

And under the Company's Management:—

Twenty steamers of about 9,100 tons deadweight each.  
Two steamers of about 6,400 tons deadweight each.  
(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA.

No. 8, Bunko Kama.



## SHIPPING NEWS

## ARRIVALS

September 11th.  
*Kaitung*, British str., 347 tons, Capt. J. D. Milne, from Haiphong and Hoihow, with a general cargo.—B. & S.  
 September 12th.  
*Dilgany*, British str., 3,460 tons, Capt. T. P. Bab, from Shanghai, with a general cargo.—Mackinnon Mackenzie & Co.  
*Burgundy*, British str., 2,308 tons, Capt. G. W. Sinclair, from Singapore via Hoihow, with a general cargo.—Mackinnon Mackenzie & Co.  
*Glenamoy*, British str., 1,858 tons, Capt. J. Angier, from Shanghai, with a general cargo.—J.M. & Co.  
*Kamyingfat*, Chinese str., 445 tons, Capt. O. Noronha, from K. C. Wan, with a general cargo.—Globe Nav. Co.  
*Korea Maru*, Japanese str., 6,100 tons, Capt. M. Jin, from Shanghai and Manila, with a general cargo.—T.K.K.  
*Kuanyang*, British str., 1,215 tons, Capt. W. F. Richard, from Canton, with a general cargo.—J.M. & Co.  
*Luongyang*, British str., 1,063 tons, Capt. H. Simpson, from Manila, with a general cargo.—J.M. & Co.  
*Stewart*, British str., 1,225 tons, Capt. W. A. Adams, from Singapore and Hoihow, with a general cargo.—Nemance & Co.  
*Sinkiang*, British str., 1,815 tons, Capt. C. W. Puckett, from Canton, with a general cargo.—B. & S.  
*West Jester*, American str., 3,634 tons, Capt. P. J. Woods, from Seattle and Shanghai, with a general cargo.—Frank Waterhouse.

## CLEARANCES

September 12th  
*Dilgany*, for Singapore.  
*Glenamoy*, for Singapore.  
*Haitan*, for Hoihow.  
*Hydrangea*, for Swatow.  
*Kaitung*, for Hoihow.  
*Kamyingfat*, for Swatow.  
*Kuanyang*, for Shanghai.  
*Korea Maru*, for Shanghai.  
*Kuanyang*, for Swatow.  
*Nagato Maru*, for Singapore.  
*Ningbo*, for Singapore.  
*Shanghai*, for K. C. Wan.  
*Sinkiang*, for Shanghai.  
*Stewart*, for Canton.  
*Suiyang*, for Saigon.

## PASSENGERS

## ARRIVALS

Per s.s. *Korea Maru*, on September 12th.—Mr. S. Abidamando, Mr. S. G. Andrews, Mr. R. Atherton, Miss A. E. Brito, Miss M. Brogan, Mr. and Mrs. N. A. Brogan, Mr. W. N. Bryant, Mr. J. E. Bowditch, Mr. W. N. E. Bryant, Mr. W. J. Carroll, Mr. B. B. B. and Mrs. A. Drey, Mr. C. Forbes, Mrs. L. G. G. and Mrs. J. M. B. Gutierrez, Miss M. S. Hall, Mrs. M. Hagelstein, Mr. F. Ingersall, Mr. M. Isard, Mr. L. Col. G. Johnston, Mr. and Mrs. H. Kohzaka, Miss I. Kullrich, Mr. H. N. Logan, Mr. E. Lyon, Mr. and Mrs. W. M. Mullin, Col. F. B. McCoy, Mr. J. W. McCroskey, Miss V. Mirova, Mr. and Mrs. M. M. M. and Mrs. E. Podolsky, Mr. E. S. Reyes, Mr. and Mrs. Ronald, Capt. J. Sigueland, Dr. A. H. Strobbe, Mr. and Mrs. H. M. Snyder, Miss A. E. Tour, Mr. and Mrs. K. Tsuji, Mr. E. E. Tait, Mr. R. Valiram, Mr. F. Worth, Mr. M. W. Wood, Gen. L. Wood, Lieut. O. C. Wood, Mr. J. F. Walker, Mr. H. P. Whitmarsh, Mr. S. G. Wrenmore.

## DEPARTURES

Per s.s. *Acropolis*, on September 11th: Mr. and Mrs. J. F. Austin, Master R. Austin, Mr. J. S. Melhuish, Capt. W. Benson, Mr. and Mrs. J. Buckley and two Misses Buckley, Master A. Dalton, Mr. H. M. Beavau, Mr. J. W. H. Aicher, Master G. Larsen, Miss E. Ward, Mr. W. T. Greenland, Mr. and Mrs. L. V. Lang, Mrs. E. Taylor, Miss H. F. Marshgreen, Mr. and Mrs. D. W. Lucas, and Miss Lucas, Mr. and Mrs. T. J. Phillips, Mr. C. Banham and Master C. F. Banham, Mr. H. E. Higgin, Mr. J. J. Marshall, Mr. and Mrs. A. E. When, Mrs. A. G. Lingard, Miss M. McHardy, Miss B. Graham, Mrs. Beaumont, Eng. Comdr. A. E. Cock, R. N., Mr. V. R. E. Reynolds, Sub-Lieut. D. J. G. Watkinson, R.N., Eng. Lieut. F. J. S. Symons, R.N., Mr. A. M. Rindal, Mr. L. E. Haynes, Mrs. F. M. Hill, Mr. and Mrs. M. F. Murray, Mr. R. Simonson, Mr. and Mrs. G. H. Phipps, Master I. M. and P. H. Phipps, Miss I. Ashdown, Mr. and Mrs. G. B. Colson, Mr. P. B. Pattison, Mrs. G. Dominique, Mr. and Mrs. H. T. Mousley, Capt. D. de Lusignan, Dr. and Mrs. S. M. Ross, Dr. and Mrs. C. G. S. Baronsfeather, Mrs. J. J. Baronsfeather, Miss E. and Master W. Baronsfeather, Mrs. E. W. Whitely, Miss L. Levy, Mrs. G. P. Pardee, Capt. F. A. Backs, Capt. and Mrs. E. B. Jones, Rev. J. G. Smith, Mr. J. H. W. Houston, Mr. A. S. Baines, Mr. J. M. Grief, Mr. J. C. Sibbey, Miss M. A. May, Miss M. H. Tripler, Miss S. W. Wells, Mr. C. E. Weekes, Mrs. P. D. Daniels, Mr. C. W. Rutson.

## STEAMERS' MOVEMENTS

The R.M.S. *Empress of Asia* sails from Hongkong at 2 p.m., on Thursday, the 15th instant, for Victoria and Vancouver, B.C. via Shanghai (Wooing), Nagasaki, Kobe, Shimizu and Yokohama.  
 The N.Y.K. s.s. *Kanagawa Maru* (South American line) left Moji for this port on September 11th, and is expected here on September 17th.  
 The Ben Line s.s. *Denary*, from Liverpool, Middlesbrough and London, left Singapore for this port on September 12th, and may be expected to arrive here on or about September 17th.

## VESSELS EXPECTED.

*Antiochus* (Blue Funnel line), due September 29th.  
*Anjo Maru* (T.K.K.), due September 16th.  
*Atsuta Maru* (N.Y.K.), due September 23th.  
*Eumeneus* (Blue Funnel line), due September 13th.  
*Gregory Apar* (B.I.), due September 28th.  
*Iyo Maru* (N.Y.K.), due September 15th.  
*Karmala* (P. & O.), due October 10th.  
*Kisano Maru* (N.Y.K.), due September 15th.  
*Katori Maru* (N.Y.K.), due September 15th.  
*Kendal Castle* (Dodwell Castle line), due September 27th.  
*Nanking* (China Mail), due September 13th, at daylight.  
*Nikko Maru* (N.Y.K.), due September 18th.  
*Sanuki Maru* (N.Y.K.), due September 24th.  
*Sardinia* (P. & O.), due September 27th.  
*Shidzuoka Maru* (N.Y.K.), due October 18th.  
*Shingo Maru* (T.K.K.), due September 23rd.

## SHIPPING NOTES

At the annual meeting of the Messageries Maritimes, a dividend was authorised at the rate of f.15 per share.

The *Straits Times* of the 2nd inst. says:—A launch named the *Kwon Yit*, purchased by a local Towkay from Hongkong, left that port on August 5th and is now much overdue. It is feared that she may have foundered in the dirty weather for which the China Sea is notorious.

The M.M. steamer *Cordillera*, is to be docked at the International Dock, Shanghai. It is stated that it will be "quite a long while" before she will be able to resume her place in the service between Marseilles and the Far East.

Discussing the position of the Java-China-Japan Line and its report for 1921, the *Telegraph* (Amsterdam) asks whether a dividend of 15 per cent. is not to be considered somewhat too high under the present circumstances, and whether sufficient reserves have been made. The writer believes that the Java-China-Japan Line, like other steamship companies, is taking matters too lightly in starting to build new steamers at extremely high prices. It complains of competition by Japanese companies and the American Shipping Board, and expresses the hope that their dumping methods will not last.

## FIRE ON THE P. &amp; O. "KALYAN"

## VESSEL PUTS BACK TO COLOMBO.

The P. & O. *Kalyan* put back to Colombo harbour on August 23rd at about 6.30 o'clock with a somewhat serious fire in one of her bunkers. The vessel, which arrived in Colombo at 10 o'clock on Saturday morning from Kobe via Shanghai and Hongkong, and which left port for London via Port Said at 3.30 o'clock had proceeded to a distance of nearly 25 miles from Colombo, when it was discovered that a fire had broken out in one of her bunkers. She immediately turned back and arrived in Colombo three hours after. A Press representative who went alongside was informed by one of the officers on board that the fire had occurred in the reserve bunker, in which the 1,000 tons of Japanese coal taken when the vessel was in the Far East were stored. Nothing could be done until the general cargo in the adjoining holds which the boat had loaded in Colombo had been removed. The damage is reported to be immaterial. The *Kalyan* is a vessel of 9,061 tons under the command of Captain S. Finch.

## MITSUBISHI SHOJI KAISHA, LTD.

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 COAL, GENERAL IMPORTS AND EXPORTS.

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## HOME VIA CANADA

## Hongkong to England

via Shanghai, Nagasaki, (Moji), Kobe, Yokohama, Vancouver & Montreal.

Pacific Steamer	From Hongkong	Due Vancouver	Atlantic Steamer	From Canada	Due Liverpool
E. Asia	Sept. 15	Oct. 3	E. France	Oct. 18	Oct. 28
E. Japan	Sept. 20	Oct. 11	E. France	Oct. 18	Oct. 28
E. Russia	Oct. 13	Oct. 31	Victorian	Nov. 11	Nov. 20
Monteagle	Oct. 26	Nov. 19	E. Britain	Nov. 28	Dec. 4

Other Atlantic sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp & Havre.  
 Allotment of accommodation on these steamers is held in Hongkong. Through reservations made and tickets issued here. Early reservation necessary.

Three Transcontinental Trains Daily.  
 Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC OCEAN SERVICES, LTD.  
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## AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

## HONGKONG to SAN FRANCISCO

via Shanghai, Japan, Ports and Honolulu  
 s.s. "CHINA" Nov. 3rd s.s. "NANKING" Sept. 18th

## HONGKONG to SINGAPORE

s.s. "NANKING" Nov. 23rd s.s. "CHINA" Oct. 15th

## FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada.  
 Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

PRINCE'S BUILDING, TEL. FREIGHT DEPT. & AGENT, No. 1834. ION HOUSE STREET, No. 2161.

## NEW SERVICE TO JAVA

China Mail S.S. Co., Ltd.  
 INCORPORATED IN U.S.A.

## AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

## HONGKONG TO JAVA

Calling at Singapore, Batavia, Samarang and Sourabaya.

## S.S. "NILE"

October 6th.

## FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada.  
 Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

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## THE EAST ASIATIC CO., LTD.

## COPENHAGEN.

## The M.S. "MALAYA"

due here 24th September, will be loading for ROTTERDAM, HAMBURG, COPENHAGEN and other SCANDINAVIAN PORTS.  
 End of October.

Further sailings:—

M.S. "Panama" ... November/December.  
 M.S. "Annam" ... December/January.

For further particulars please apply to:—

MANNERS & BACKHOUSE, LTD.

Hongkong, September 2nd, 1921.

## N. Y. K.

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SAILINGS FROM HONGKONG SUMMER TO AUTUMN.

SEATTLE & VICTORIA or VANCOUVER via Manila, Shanghai & Japan ports

Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU (omitting Manila) ... Thursday, 29th Sept., at 11 a.m.  
 SUWA MARU (Nagasaki direct) ... Saturday, 29th Oct., at 11 a.m.  
 FUSHIMI MARU (Nagasaki direct) ... Saturday, 19th Nov., at 11 a.m.  
 KATORI MARU ... Saturday, 3rd Dec., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Su Port Said and Marseilles.

KITANO MARU ... Friday, 18th Sept., at 11 a.m.  
 INABA MARU ... Friday, 30th Sept., at 11 a.m.  
 KAMO MARU ... Friday, 14th Oct., at 11 a.m.

## HAMBURG, LONDON &amp; ROTTERDAM.

MITO MARU ... Middle of October.

## LIVERPOOL, GLASGOW &amp; MARSEILLES.

LEBON MARU ... Monday, 3rd Oct.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday

Island, Townsville & Brisbane.

TANGO MARU ... Tuesday, 29th Sept., at 11 a.m.

NIKO MARU ... Tuesday, 18th Oct., at 11 a.m.

## NEW YORK &amp; CUBAN PORT VIA PANAMA.

DAKAR MARU ... Tuesday, 30th Sept.

DURBAN MARU ... Thursday, 30th Oct.

## SOUTH AMERICAN PORTS via CAPB.

KANAGAWA MARU ... Monday, 19th September

KAWACHI MARU ... Middle of November

## BOMBAY &amp; COLOMBO via Singapore and Penang.

TATSUNO MARU ... Sunday, 25th Sept.

## CALCUTTA &amp; RANGOON via Singapore &amp; Penang.

NAGANO MARU ... Saturday, 24th Sept.

## JAPAN PORTS—Nagasaki, Kobe &amp; Yokohama.

NIKO MARU ... Friday, 18th Sept., at 11 a.m.

## SHANGHAI, KOBE &amp; YOKOHAMA.

IYO MARU ... Friday, 18th Sept., at 11 a.m.

MATSUYE MARU ... Saturday, 24th Sept.

SANTUKI MARU ... Sunday, 25th Sept.

ATSUTA MARU ... Thursday, 28th Sept., at 11 a.m.

For further information apply to— NIPPON YUSEN KAISHA

Telephone Nos. 291 & 283. K. H. KAMEI, Manager.

## T. K. K. TOYO KISEN KAISHA

## HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU

"THE PATHWAY OF THE SUN"

STEAMERS	TONS	LEAVE HONGKONG
KOREA MARU	20,000	Sept. 19th
SHINYO MARU	22,000	Oct. 2nd
PERFIA MARU	9,000	Oct. 15th, at 10.30 a.m.
TENYO MARU	23,000	Nov. 23th

Calling at Dairen and omitting call at Shanghai.

Calling at Keelung.

## SOUTH AMERICAN LINE

## HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE.

THENCE BY TRANS-ANDRAN ROUTE TO BUENOS AIRES.

STEAMERS TONS LEAVE HONGKONG

ANTO MARU ... Sept. 25th

For full information regarding passengers freight and sailings, apply to—

Y. TSUTSUMI, Manager.

King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton: MESSRS. T. E. GRIFFITH, LTD.

## PACIFIC MAIL S.S. CO.

MANAGING AGENTS, U.S. SHIPPING BOARD.

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 AMERICAN STEAMERS

S.S. "GOLDEN STATE" ... Oct. 8th Oct. 20th

S.S. "HOOSIER STATE" ... Nov. 19th Dec. 11th

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Freight Only

For CALCUTTA via SINGAPORE, PENANG & RANGOON

"LAKE FAULK" ... sailing September 17th.

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(The South Sea Mail S.S. Co., Ltd.)

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BETWEEN

## JAPAN, HONGKONG &amp; JAVA.

For BATAVIA, SAMARANG, SOERABAYA

MACASSAR and BALIKPAPAN.

S.S. "CHERIBON MARU" ... sailing on or about 26th Sept.

For MOJI, KOBE, OSAKA and YOKOHAMA.

S.S. "MACASSAR MARU" ... sailing on or about 16th Sept.

For further particulars please apply to:—

K. SUZUKI, Manager.

Tel. No. 2206. No. 5, Queen's Road Central.

[747]



## AMERICAN &amp; ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice

ORIENTAL AFRICAN LINE.  
INDIAN AFRICAN LINE.Cargo carried on through Bills of Lading from HONGKONG to BEIRA  
ELAGOA RAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH  
& CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.  
Managing Agents."ELLERMAN" LINE.  
ELLERMAN & BUCKNALL S.S. CO. LTD.  
JAPAN CHINA & STRAITS

UNITED KINGDOM &amp; CONTINENT.

LONDON, ROTTERDAM & HAMBURG  
S.S. "SANDON HALL" ... 21st Sept.  
LONDON, ROTTERDAM, HAMBURG & GLASGOW  
S.S. "KENTUCKY" ... 3rd Oct.

Subject to change without notice.

For particulars of sailings shippers are requested to apply  
to the undersigned.THE BANK LINE, LTD.  
General Agents.

## NEW YORK DIRECT

Joint Service of the

## "BLUE FUNNEL" LINE

OCEAN S.S. CO. LTD., AND CHINA MUTUAL S.S. CO. LTD.

AND

## AMERICAN &amp; MANCHURIAN LINE

ELLERMAN &amp; BUCKNALL S.S. CO. LTD.

Sailings from Hongkong.

"KNIGHT TEMPLAR"	via Suez Canal	19th Sept.
"EUBYMACHUS"	via Suez Canal	13th Oct.
"CITY OF ADELAIDE"	via Suez Canal	1st Nov.
"TYDEUS"	via Suez Canal	18th Nov.

\* Calls at Boston

Steamers proceed via Suez Canal or Panama Canal at Owners' option.  
Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.  
HONGKONG AND CANTON; REISS & CO., CANTON.

## MESSAGERIES MARITIMES

## FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"ARMAND BEHIO" 11,000	On or about 20th Sept.
MARSEILLES via HAI-PHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DJIBOUTI, SUEZ & PORT SAID	"ARMAND BEHIO" 11,000	During 2nd part of Oct.

For full particulars regarding sailings, etc., apply to—

R. RODENFUSHER,  
Acting Agent,  
Queen's Building.

Telephone 740

## DOUGLAS STEAMSHIP CO., LTD.

## HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good  
accommodation for First-Class Passengers Electric Light and Fans in staterooms  
and Saloons and Excellent cuisine.

FOR:

SWATOW, AMOY & FOOCHOW  
AND RETURN

(Occupying 9 to 10 Days).

"HAICHING"	Capt. A. H. Stewart	TUESDAY, Sept. 13th, at 2 P.M.
"HAILONG"	Capt. W. Cooper	FRIDAY, Sept. 16th, at 2 P.M.
"HAIRONG"	Capt. W. O. Pasmore	TUESDAY, Sept. 20th, at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,  
General Managers.P. & O. - British India  
Apear and  
Eastern & Australian  
Lines

(COMPANIES Incorporated in ENGLAND).

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST &amp; SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND &amp; QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

## PENINSULAR &amp; ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"DILWARA"	5,400	13th Sept. Noon.	Singapore, Colombo, & Bombay
"KEYBER"	9,000	16th Sept.	Marseilles, London & Antwerp
"KHIVA"	9,000	14th Oct.	Marseilles, London & Antwerp
"SARDINIA"	8,800	28th Oct.	Marseilles, London & Antwerp
"KARNATA"	9,000	11th Nov.	Marseilles, London & Antwerp
"YANZA"	7,000	28th Nov.	Marseilles, London & Antwerp

## BRITISH INDIA - APCAR SAILINGS (South)

"TANDA" 7,000 18th Sept. Calcutta via S'pore Pang &amp; R'goon

## EASTERN &amp; AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong	Destination
"EASTERN"	4,000	22nd Sept.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"ABAFURA"	6,000	17th Oct.	

## SAILINGS TO SHANGHAI &amp; JAPAN

S.S.	Tons	From Hongkong	Destination
"KHIVA"	9,000	13th Sept. 6 A.M.	Shanghai, Moji, Kobe & Yama.
"SARDINIA"	8,800	12th Sept. 11 A.M.	Amoy only.
"GREGORY APCAR"	5,000	28th Sept.	Japan via Shanghai, Shanghai & Japan.

## SPECIAL STEAMER.

The P. & O. s.s. "EGYPT" is expected to leave Hongkong on or about the  
16th January, 1922, taking passengers and cargo for MARSEILLES and LONDON  
calling at Bombay.

All dates are approximate and subject to alteration without notice.

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

1st Saloon Passengers may travel by R.I.S.N. Company's Steamers between Singapore  
and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets  
Singapore to Colombo.All Cabins are fitted with Electric Fans free of charge.  
Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's  
Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,  
Agents.

22, Des Voeux Road Central, HONGKONG.

O. S. K.  
OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct  
service via Singapore and Port Said.BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN &  
CAPE TOWN via SINGAPORE, PASSENGER SERVICE.

BOMBAY &amp; COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE.

DELHI &amp; BANGKOK via SAIGON &amp; SINGAPORE—Regular monthly services.

SYDNEY & MELBOURNE—Monthly service (taking cargo to New Zealand and  
Pacific Islands).VICTORIA, VANCOUVER, SEATTLE & TACOMA—  
Via Shanghai and Dairen—Regular fortnightly passenger service (taking at  
intermediate ports in Japan) taking cargo to OVERLAND POINTS U.S. in con-  
nection with Chicago Milwaukee and St. Paul Railway.NEW YORK via PANAMA—Regular monthly service (via Japan Ports, San Francisco  
Panama and Cuban Ports).

NEW ORLEANS LINE via SUEZ.

JAPAN PORTS—Shanghai, Kobe &amp; Yokohama.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommoda-  
tion for 1st and 2nd class saloon passengers and will arrive and depart from the O.R.K.  
wharf near the Harbour Office.

TAKAO via SWATOW &amp; AMOY.

For sailing dates and further particulars please apply to—  
Tel. Nos. 144 & 745

## AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australia
"CHANGSHA"	17th Sept.	22nd Sept. at 4 P.M.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply  
of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light  
throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried.  
Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to— BUTTERFIELD &amp; SWIRE (Agents).

C. N. C.  
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
"SWATOW and HANGKOK"	"KALGAN"	On 13th Sept. 10 A.M.
"SWATOW and SINGAPORE"	"LUCHOW"	On 13th Sept. 10 A.M.
"SHANGHAI"	"SINKIANG"	On 13th Sept. Noon.
"AMOY, MANILA, CASU & LOHO"	"SOCKOW"	On 13th Sept. Noon.
"SHANGHAI"	"SOCKOW"	On 17th Sept. 2 A.M.
"HOIHOW, PAKHOI & H'PHONG"	"KALFONG"	On 17th Sept. 2 A.M.
"HANGHAI & TRINGTAO"	"SUIYANG"	On 20th Sept. Noon.
"HANGHAI"	"SZECHUEN"	On 20th Sept. Noon.
"SHANGHAI"	"SUNNING"	On 22nd Sept. Noon.
"SHANGHAI & TRINGTAO"	"CHENAN"	On 24th Sept. 4 P.M.

SHANGHAI LINE—PASSENGER, MAILS and CARGO.  
Excellent Saloon accommodation. Amidships. Electric Fans in Saloon and  
State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three  
weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all  
Yangtze and Northern China Ports. Passengers are landed in Shanghai avoiding  
the inconvenience of transshipment at Woosung.BANGKOK LINE—Weekly service to and from Bangkok via  
Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,  
Agents.PASSENGER AND FREIGHT SERVICE.  
FOR VICTORIA, VANCOUVER, SEATTLE

(Calling Shanghai &amp; Japan Ports).

S.S. "SILVER STATE" ... Oct. 22nd ... Nov. 11th

## FOR HONOLULU AND SAN FRANCISCO.

S.S. "HAWKEYE STATE" ... For Manila ... Sept. 20th  
S.S. "HAWKEYE STATE" ... Oct. 22nd ... Oct. 24th Arrive San Francisco.

## FOR PORTLAND DIRECT

(Calling at Manila, Shanghai, Kobe &amp; Yokohama)

S.S. "PAULET" ... ... Sept. 20th.  
S.S. "COAKET" ... ... Oct. 15th.

Through Bills of Lading issued to Overland Common points.

Passenger and Freight Particulars.

## THE ADMIRAL LINE

Telephone 2477 &amp; 2478.

5th Floor, Hotel Mansions, [71]

THE ADMIRAL LINE  
PACIFIC STEAMSHIP CO.

REGULAR SERVICE

## SAIGON-SINGAPORE-BATAVIA

and other JAVA PORTS.

PASSENGERS &amp; FREIGHT.

FOR SINGAPORE DIRECT.

S.S. "GLYMONT" ... ... Sailing Sept. 19th.  
S.S. "CADARETTA" ... ... Sailing Sept. 19th.FREIGHT ONLY.  
FOR SAIGON.

OPERATED FOR ACCOUNT OF U.S.S. BOARD.

## OFFICES

5th Floor, Hotel Mansions, Telephone 2477 & 2478. PASSENGER OFFICE.  
Queen's Building, 2, Ice House St.

## SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama;

S.S. "SCHODACK" ... ... 20th Sept.

For freight space and particulars apply to—

BARBER STEAMSHIP  
LINES, INC.

## THE ADMIRAL LINE

TELEPHONE 2477 &amp; 2478. AGENTS. 5th Floor, HOTEL MANSIONS. [72]

## PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast  
freight steamersFor BOSTON  
and/or  
NEW YORK

S.S. "TUSCAN PRINCE" ... 15th Sept. (via Suez).

For Freight and full particulars apply to—  
FURNES (FAR EAST) LIMITED,  
(Incorporated in Great Britain)  
St. George's BuildingTelephone 1165.  
Telegrams "Furnes".

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